MICROFILM

START OF ROLL

ROLL NO.
#71

CONSTRUCTION CONTRACTS

8-3320 Caretakers Cottage at Harris Beach State Park. 1954

#4136

8-3320

OREGON STATE HIGHWAY DEPARTMENT

(date)

Oct. 4, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4136	3-final	HAMPTON C. PLATT	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20114	R-105201	$ 3,291.15	10/1/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 30, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-5-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

OCT 5 1954

Warrant Mailed: ano

NOTED ON CARD

10-5-54 gl

RECEIVED
SEP 10 1954
FOR FILING

8-3320

~~2-1-4507~~

4136

September 9, 1954

Massachusetts Bonding & Insurance Co.
Portland Branch Office
C. M. Pratt, Manager
Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4136 for construction of Harris Beach State Park Caretaker's Cottage in Curry County was completed by the contractor, Hampton C. Platt, on July 30, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,291.15 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,835.15 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Abrams, Bourland & Skinner
Masonic Bldg.
Salem, Oregon

NOTED ON CARD
9-7-54 S

RECEIVED
APR 23 1954
FOR FILING

8-3320

4136

April 22, 1954

Mr. Hampton C. Platt
3805 Thorndale Road
Salem, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts, which were awarded to you on April 2, 1954 by the State Highway Commission, as follows:

Contract No. 4136, for construction of Caretaker's Cottage at Harris Beach State Park in Curry County.

Contract No. 4137, covering construction of Employees' House at Pistol River in Curry County.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 5 1954
FOR FILING

5-3320

4136

April 5, 1954

Mr. Hampton C. Platt
3805 Thorndale Rd.
Salem, Oregon

Dear Mr. Platt:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4136 for construction of Caretakers Cottage at Harris Beach State Park in Curry County. This award was based on your bid of $8,830, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC R. G. Savage

8-3320 Caretakers Cottage at Harris Beach State Park. 1954

#4136

8-3320

OREGON STATE HIGHWAY DEPARTMENT

(date)

Oct. 4, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4136	3-final	HAMPTON C. PLATT	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20114	R-105201	$ 3,291.15	10/1/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 30, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-5-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

OCT 5 1954

Warrant Mailed:

NOTED ON CARD

10-5-54

RECEIVED
SEP 10 1954
FOR FILING
8-3320
4136

September 9, 1954

Massachusetts Bonding & Insurance Co.
Portland Branch Office
C. M. Pratt, Manager
Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4136 for construction of Harris Beach State Park Caretaker's Cottage in Curry County was completed by the contractor, Hampton C. Platt, on July 30, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,291.15 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,835.15 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Abrams, Bourland & Skinner
Masonic Bldg.
Salem, Oregon

NOTED ON CARD
9-7-54 S

RECEIVED
APR 23 1954
FOR FILING

8-3320

4136

April 22, 1954

Mr. Hampton C. Platt
3805 Thorndale Road
Salem, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts, which were awarded to you on April 2, 1954 by the State Highway Commission, as follows:

Contract No. 4136, for construction of Caretaker's Cottage at Harris Beach State Park in Curry County.

Contract No. 4137, covering construction of Employees' House at Pistol River in Curry County.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 5 1954
FOR FILING

April 5, 1954

Mr. Hampton C. Platt
3805 Thorndale Rd.
Salem, Oregon

Dear Mr. Platt:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4136 for construction of Caretakers Cottage at Harris Beach State Park in Curry County. This award was based on your bid of $8,830, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC R. G. Savage

8-3106 Employees House at Pistol River 1954
Maintenance Headquarters.

#4137

OREGON STATE HIGHWAY DEPARTMENT

(date)

Oct. 4, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4137	5-Post-final	Hampton C. Platt	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20115	R-105202	$ 21.00	10/1/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 31, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-5-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: Oct - 1954

NOTED ON CARD

9-31

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 20, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4137	4-final	HAMPTON C. PLATT	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19115	R-104357	$828.75	9/17/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 31, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
9-30-54

RECEIVED
AUG 24 1954
FOR FILING

8 - 2176
41 - 1

August 24, 1954

Massachusetts Bonding & Insurance Co.
C. M. Pratt, Manager
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4137 for construction of employees' house at Pistol River in Curry County was completed by the contractor, Hampton C. Platt, on July 31, 1954 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of $828.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,700.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Abrams, Bourland & Skinner
Masonic Bldg.
Salem, Oregon

NOTED ON CARD
8-24-54, gl

RECEIVED
APR 23 1954
FOR FILING

April 22, 1954

Mr. Hampton C. Platt
3805 Thorndale Road
Salem, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts, which were awarded to you on April 2, 1954 by the State Highway Commission, as follows:

Contract No. 4136, for construction of Caretaker's Cottage at Harris Beach State Park in Curry County.

Contract No. 4137, covering construction of Employees' House at Pistol River in Curry County.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 5 1954
FOR FILING

April 5, 1954

Mr. Hampton C. Platt
3805 Thorndale Rd.
Salem, Oregon

Dear Mr. Platt:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4137 for construction of Employees House at Pistol River Maintenance Headquarters on the Oregon Coast Highway in Curry County. This award was based on your bid of $8,730 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC R. G. Savage

W. W. SUTTLE

RECEIVED
FOR FILING

FORM E-30 25M 8-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1954

SUBJECT: Pistol River Residences

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
O f f i c e

Dear Sir:

Mr. Edwards requested that we include a Helper's Residence at Pistol River in our 1954 Maintenance Station Improvement Budget due to the fact that privately owned housing is not available and there has been some difficulty properly manning this crew. The Pistol river crew located at M.P. 364 maintains 30 miles south and 25 miles north of Pistol River, from the State Line (394.02) to M.P. 338.61, the junction with the Port Orford Crew. Port Orford is at M.P. 319 and they maintain 20 miles south and 21 miles north of Port Orford (M.P. 338.61 to 297.90 = 40.71).

The Coquille Crew at M.P. 274 maintains the Coast Highway 24 miles south and 17 miles north of Coquille to North Bend - (M.P. 297.90 to 256.96 = 40.94) plus 8.58 miles on the Coos Bay-Roseburg to Myrtle Point. This makes a total mileage for these crews as follows:

Pistol River	55.41
Port Orford	40.71
Coquille	49.52

From Coquille to the State is 120 miles. Should we establish a headquarters at Gold Beach - M.P. 351, we would be 43 miles from the State Line and 37 miles from Sixes River which is 40 miles from Coquille. This would give a crew at Gold Beach a total of 80 miles plus 6.2 miles of secondary mileage at Cape Blanco and Port Orford. This mileage might be maintained if in a close-knit net work but where laid out on a single highway subject to frequent slides, the crew required would no doubt be as large as we now maintain at the two stations at Pistol River and Port Orford - and would involve more deadhead travel and slower response to emergency calls. We believe that any economics to be gained must be made by regulating the size of the crews and not their location and therefore, that we can assume the stations at Pistol River and Port Orford are permanently located for the forseeable future. Under these conditions we believe we are justified in constructing the additional residence required.

Mr. Edwards has submitted a plot map on which we show contours and existing development and the proposed location of the new residence together with the location of water main, power line, existing septic tank, existing house, garage, and driveway.

NOTED
W. W. STIFFLER

We are advised that basements are not practical and recommend we construct the "State Parks Caretaker's Cottage" shown on Drawing No. 9756 with the basement eliminated, the garage extended 6 feet to the rear to provide space for a utility room which should be plumbed with hot and cold water and laundry trays.

The flue should be constructed where "broom closet" is now shown - the hot water tank could go where the flue is now shown. The basement stairway could be utilized for additional closet space.

A woodshed is not needed as oil is used for fuel - the woodshed at the existing house is used as a utility room. We would plan on an oil circulator with oil barrels on a rack behind the house to give gravity feed. House should be wired for electric range. The existing septic tank was designed for 2 houses and we are advised is in good condition so the new house can be connected to it without difficulty.

The Budget item is in the amount of $15,000 and we believe the house as proposed without basement and attaching to existing septic tank can be built for that sum - including engineering and contingencies.

Should this plan meet your approval please give Mr. Paxson copies of this letter and the map so that plans can be prepared for early letting.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Enclosure
cc-
cc- G. S. Paxson
Virgil O'Neil

APPROVED

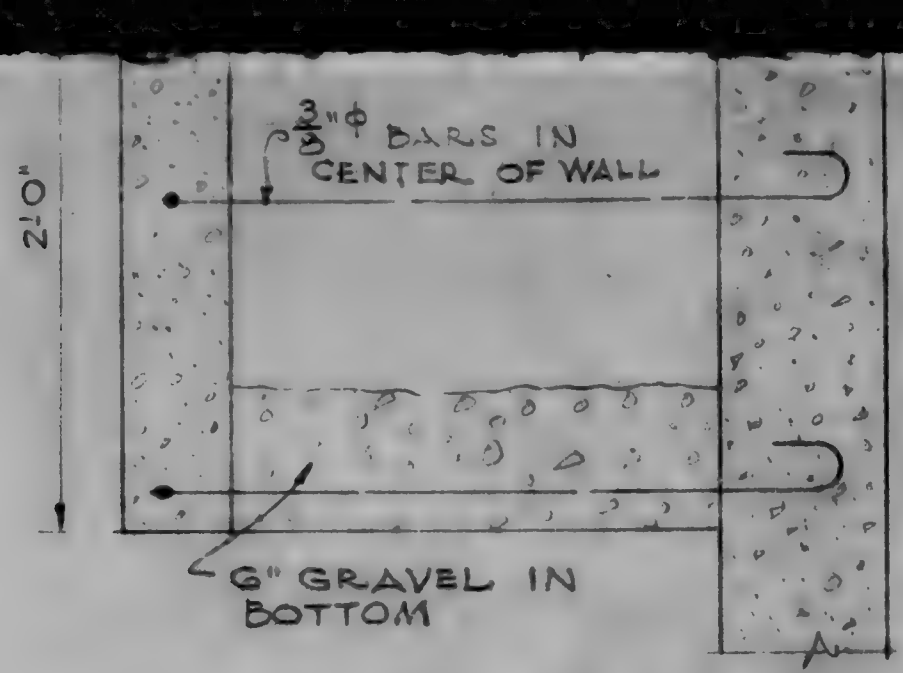
Assistant State Highway Engineer

RECEIVED

OUNDATION PLAN

1/4" = 1'0"

LID WALL



SECTION THRU
BASEMENT WINDOW AREAWAY

3/4" FIR RISERS

FIR TREADS

ALF OPEN AS
FLOOR PLAN
6/8 DOOR AT
AIRS TO OPEN

IRS

APPROVED:

BRIDGE ENGINEER

REVISED: FEB. 26, 1952

OREGON
STATE HIGHWAY DEPARTMENT
STATE PARKS
CARETAKERS COTTAGE

DRAWN BY CCS — SHEET 1 OF 3
DEC. 20, 1950 — DRAWING NO. 9756
ACCOMPANIED BY DWGS 9757-9758

3½ CONC. SLAB

UP 12"

SW. ℄ HEAD OF STAIRS

DETAIL DRAIN 6

16'-0"

FOUNDATION PLAN

SCALE 1/4" = 1'-0"

SOLID WALL

BLDG. PAPER

SILL

4"x4"

¾" CASINGS

¾" CASINGS

CORNER JAMBS

WINDOW DETAILS

SCALE 3" = 1'-0"

DETAILS SHOWN ARE FOR TRIM-SET STEEL SASH

4'

1'-6'

FIN. GRADE

2"

2'-0"

⅜"ϕ BARS IN CENTER OF WALL

6" BASEMENT WALL

6" GRAVEL IN BOTTOM

SECTION THRU BASEMENT WINDOW AREAWAY

6

OF SILL PLATES,
POSTS, BEAMS AND
AQ.10 CUPRINOL

11'-11"

REAR

TE

L TRAYS

15'-8

(V.)

12" x 12" PLASTERED FLUE
WALLS, T.C. THIMBLE
I. ASH DOOR AT FLOOR
3' x 3' x 12" CONC. FOUNDATION

C. THIMBLES

3- 2"x12" LAM B'M.

6" x 6" POSTS

½ CONC. SLAB

F)

6'-0"

13'-6"

25'-6"

1'-6" 4"

0"

F)

2- 2"x 8" HEADER
OVER 8'-0" WINDOW

SHAKES

DRIP CAP

½" PLASTER BOARD

¾" x 2½" CASING
BULL NOSE OR OVOLO.

¾" STOCK

HEAD

BLDG. PAPER

JAMB

¾" STOOL

¾" x 2½" APRON

½" QUART. Φ
MASTIC
SHAKES
BLDG. PAPER

½" PLASTER BOARD

SILL

4"x4"

¾" CASINGS

44'-7"

13'-0"

31'-7"

NOTE:
TREAT ENTIRE SURFACE OF SILL PLATES, HEADERS, AND ENDS OF POSTS, BEAMS AND JOISTS WITH COAT OF NO. 10 CUPRINOL

GARAGE FND 5"

4'-3"

8'-3"

2'-9"

5"

12" FOOTING

11'-11"

SEE DET OF AREAWAY

12"

6" HOUSE FND
12" FOOTING

F

7'-8½"

L. TRAYS

H.W.

¼ H.P.

15'-8

FURNACE

12" x 12" PLASTERED FLUE
6 WALLS, T.C. THIMBLE
C I. ASH DOOR AT FLOOR
3' x 3' x 12" CONC. FOUNDATION

2 T.C. THIMBLES

2'-0"

2'-0"

3- 2"x12" LAM B'M.

6" x 6" POSTS

5"

12"

1'-3"

8'-0"

3'-3"

F

3'-6"

2"x8" @ 16" O.C. UNDER PARTITIONS

3½ CONC. SLAB

1'-6"

1'-3" 8'-0" 3'-3"

F

10'-0"

13'-6"

FLOOR JOISTS 2"x8" @ 16" O.C. DOUBLE UNDER PARTITIONS

6"x6" POSTS

3½ CONC SLAB

1'-6"

F

UP 12"

SW. @ HEAD OF STAIRS

2"x8" Joists

3-2"x12" LAM. BEAM WITH 2"x4" LEDGERS WELL SPIKED TO BEAM

BASEMENT BEAM

3'-6"

11'-11"

SEE DETAIL OF PORCH

6

3'-5¼"

16'-0" 16'-0"

32'-0"

BASEMENT & FOUNDATION PLAN

SCALE ¼"=1'-0"

2⅜"x 1⅝" FIR RAIL

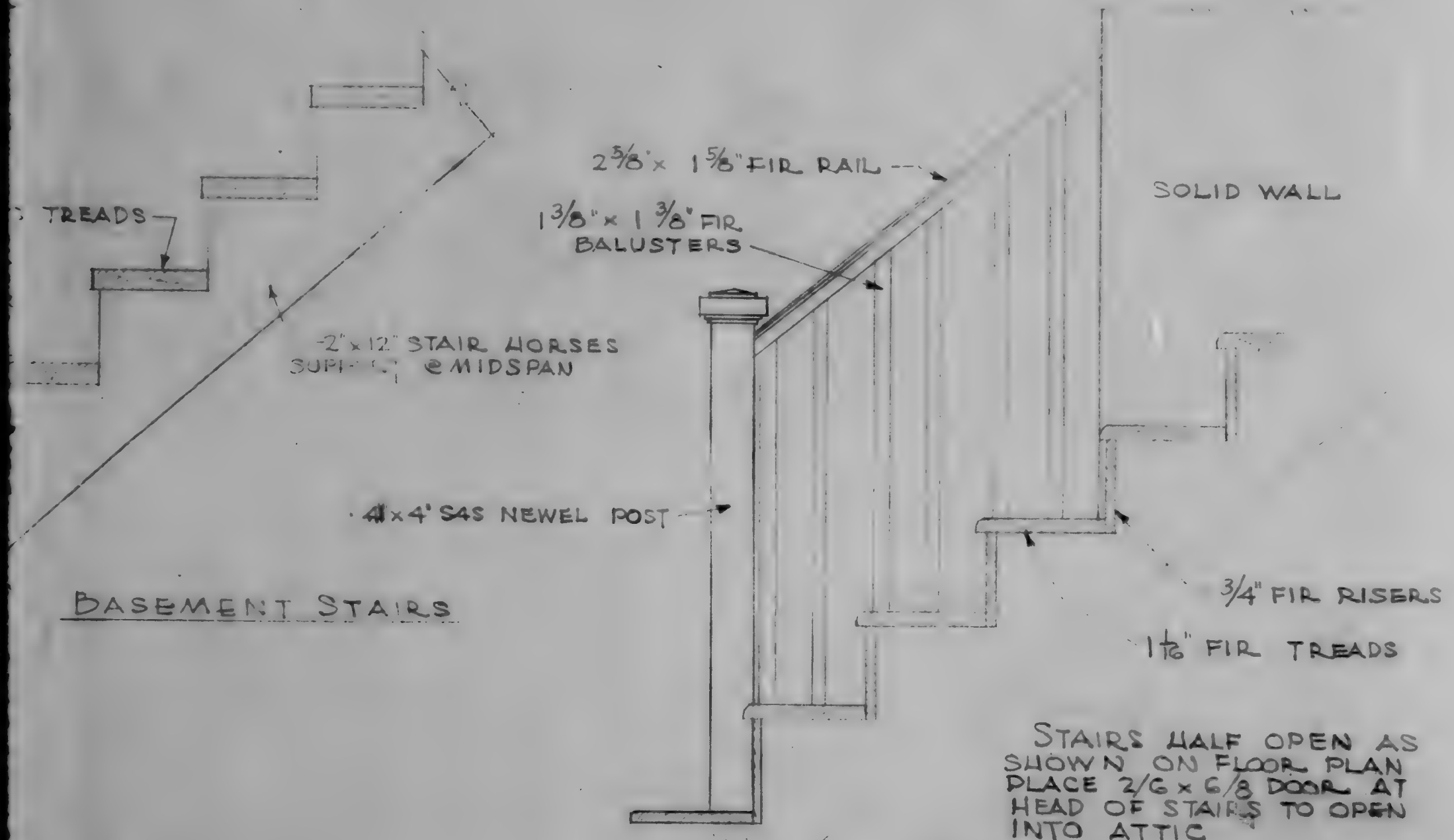
1⅜"x 1⅜" FIR BALUSTERS

SOLID WALL

TREADS

BASEMENT & FOUNDATION PLAN

SCALE 1/4" = 1'-0"


TREADS
2 5/8" x 1 5/8" FIR RAIL
1 3/8" x 1 3/8" FIR BALUSTERS
SOLID WALL
2" x 12" STAIR HORSES @ MIDSPAN
4" x 4" S4S NEWEL POST
3/4" FIR RISERS
1 1/16" FIR TREADS

BASEMENT STAIRS

STAIRS HALF OPEN AS SHOWN ON FLOOR PLAN PLACE 2/6 x 6/8 DOOR AT HEAD OF STAIRS TO OPEN INTO ATTIC

ATTIC STAIRS

TYPICAL STAIR DETAILS

APPROVED:

BRIDGE ENGINEER

REVISED: FEB

FLOOR PLAN

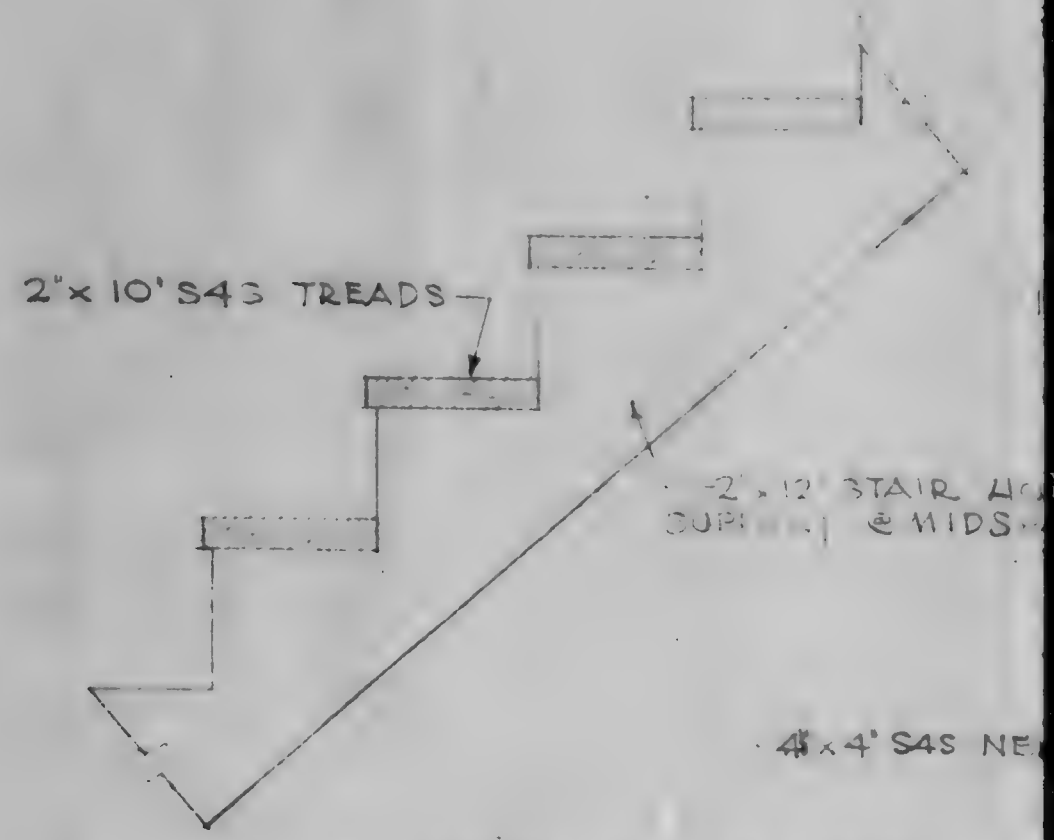
SCALE 1/4" = 1'-0"

SYMBOLS:

- LIGHT OUTLET
- DUPLEX CONVENIENCE OUTLET
- ELECTRIC RANGE OUTLET
- 1/4 H.P. OIL BURNER OUTLET
- S TUMBLER TYPE WALL SWITCH

GENERAL NOTES:

ALL MATERIAL & WORKMANSHIP SHALL CONFORM TO THE SPECIFICATIONS OF THE OREGON STATE HIGHWAY DEPARTMENT WHICH ARE SUPPLEMENTARY TO AND A PART OF THESE PLANS.
ELEVATION OF FINISH GRADE TO BE DETERMINED ON JOB BY THE ENGINEER.
COLOR OF PRE-STAINED SHAKES TRIM, ROOF SHINGLES AND ALL INTERIOR PAINTING SHALL BE AS SELECTED BY THE ENGINEER.
SEE SPECIFICATIONS FOR FURNACE CAPACITY AND SIZE OF DUCTS.



BASEMENT STAIRS

OF FINISH.

S + PAINT		CEILING — PAINT	
OARD	TEXTURE & PAINT	1/2" GYPSUM BOARD	TEXTURE & PAINT
"	"	"	"
"	TEXTURE & ENAM.	"	TEXTURE & ENAMEL
"	"	"	"
"	"	"	"
TE	—	UNFINISHED	—
INSIDE WALL PL. BOARD)		"	—
D	—	"	—

FOR PAINT SEE PER SPECIFICATIONS

TYPIC

7'-6½" 11'-11"

HOSE BIBB.

BATH 5'-0"

8'-6"

12'-3"

BED ROOM 2

HALL

DUCT UP

WARD ROBE

WARDROBE

2'-0"

25'-6"

3'-0"

DOWN 12 R

UP 14 R

3'-0"

12'-6"

11'-3"

BED ROOM 1

CEILING JOISTS 2"x8" @ 16" O.C.

SEE DETAIL

1'-0" 2'-6" 2'-6" 1'-0"

12" FOOTING

5"

12"

1'-3"

8'-0"

6" HOUSE FND

12" FOOTING

3'-3"

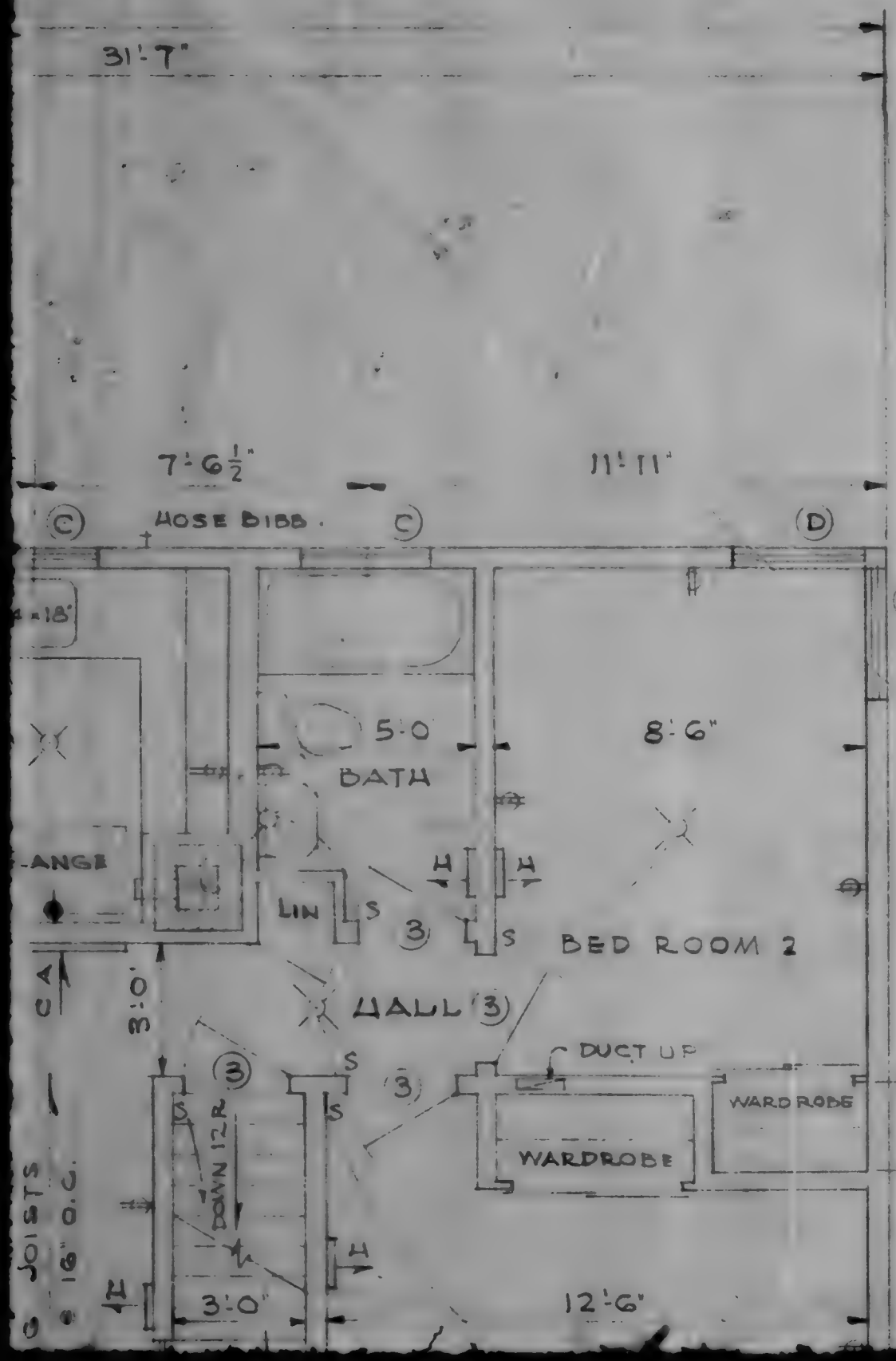
10'-10"

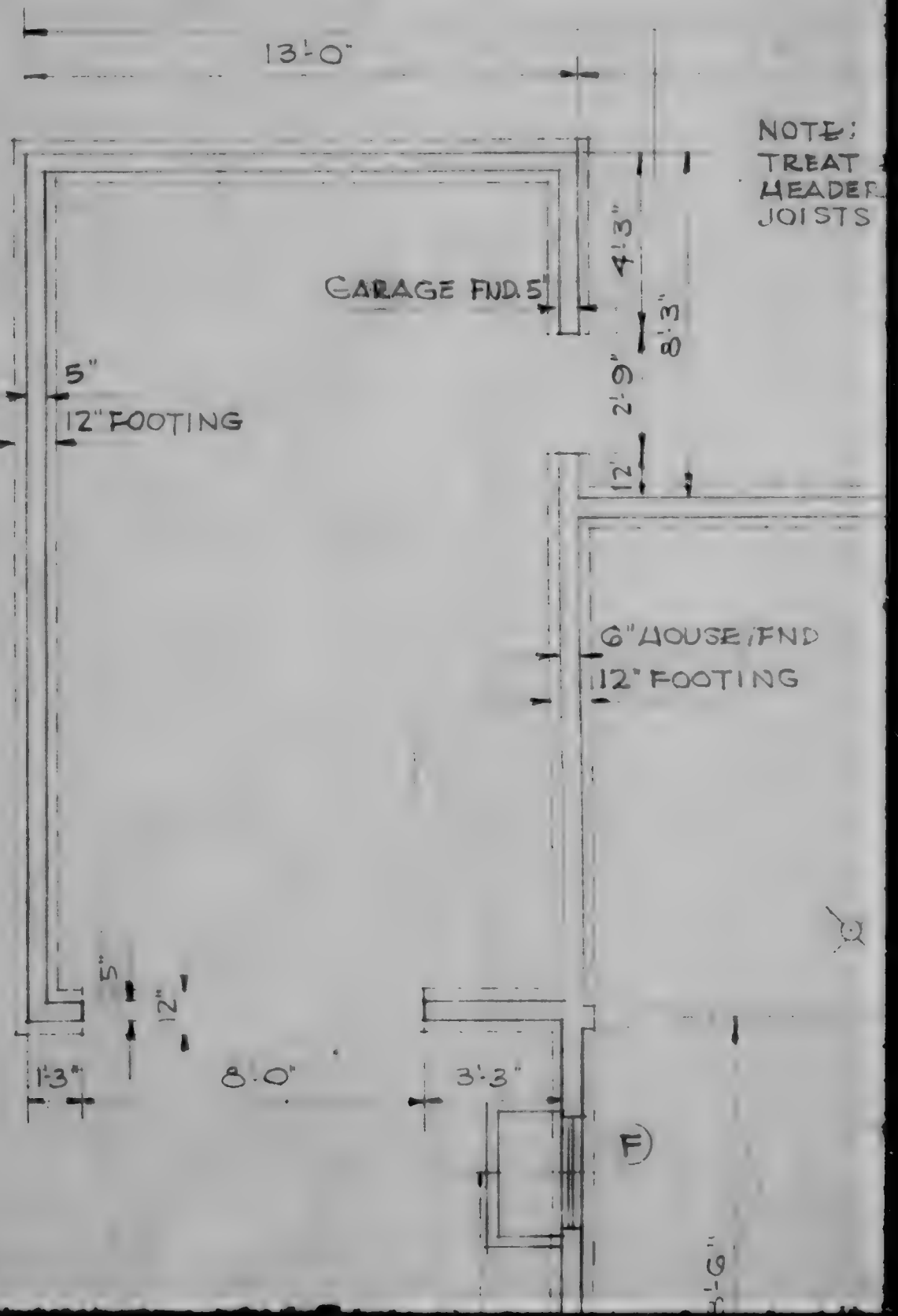
13'-6"

2 x 8 Joist

3-2"x12" LAM. BEAM WITH 2"x4" LEDGERS WELL SPIKED TO BEAM

BASEMENT BEAM





NOTE:
TREAT
HEADER
JOISTS

44'-7"

13'-0"

6'-6"

6'-6"

31'-7"

A

CONC. STOOP

2

8'-6"

7'-6½"

11'-11"

B

C

HOSE BIBB.

C

D

D

O.D.S

GARAGE

PLASTER BOARD THIS WALL

3" UP & G/G UP

REFR

4'x18'

DINING

KITCHEN

5-0

BATH

8'-6"

12'-3

3½" CONCRETE FLOOR PITCH TO DOOR

8'-0"

26"x 8"x 8" *820

RANGE

FRIG

LIN

H

H

I

SS

3

S

BED ROOM 2

DUCT UP

C.A

3'-0"

HALL 3

DUCT UP

WARD ROBE

WARDROBE

2'-0"

25'-6"

4

O.D.S

1'-3"

8'-0"

3'-9"

HOSE BIBB

D

DOWN 12 R

3'-0"

12'-6"

11'-3

10'-0"

LIVING ROOM

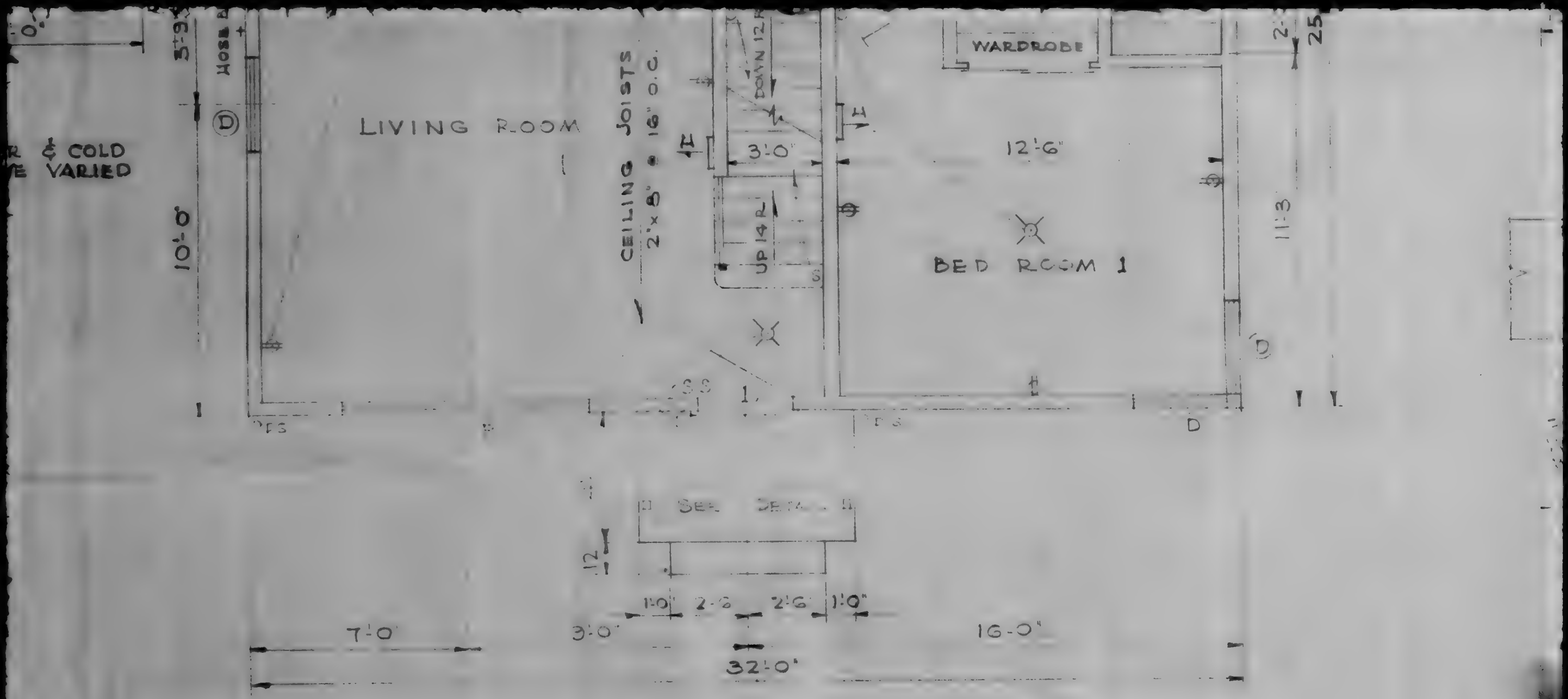
CEILING JOISTS 2"x 8" @ 16" O.C.

UP 14 R

BED ROOM 1

TE:

N OF WARM AIR & COLD GISTERS MAY BE VARIED T CONDITIONS.



FLOOR PLAN

SCALE 1/4" = 1'-0"

SCHEDULE
TYPE
NO. 723
NO. 799
NO. 820 - SLAB
NO. 401 "OVERHEAD"

SCHEDULE
"TRIM-SET" NUMBERS
NO. 3020-T

SYMBOLS:

- LIGHT OUTLET
- DUPLEX CONVENIENCE OUTLET
- ELECTRIC RANGE OUTLET
- 1/4 H.P. OIL BURNER OUTLET
- S TUMBLER TYPE WALL SWITCH

2"x 10" S4S TREADS

GENERAL NOTES:

ALL MATERIAL & WORKMANSHIP SHALL CONFORM TO

FLOOR • PLAN

SCALE 1/4" = 1'-0"

R. • SCHEDULE	
ZE	TYPE
6/8 x 1 3/4	NO. 723
6/8 x 1 3/4	NO. 799
6/8 x 1 3/8	NO. 820 - SLAB
T/O x 1 3/8	NO. 401 "OVERHEAD"

O.W. • SCHEDULE	
ZE	"TRIM-SET" NUMBERS
x 2/0	NO. 3020-T
x 4/6	NO. 4046 STATIONARY
x 3/0	NO. 3030-T
x 4/6	NO. 3046-T
2 6/0	NO. 8060 STATIONARY
x 1/8	BASEMENT SASH
x 4/0	NO. 3040-T

ING S.S. "B" QUALITY

SYMBOLS:

- LIGHT OUTLET
- DUPLEX CONVENIENCE OUTLET
- ELECTRIC RANGE OUTLET
- 1/4 H.P. OIL BURNER OUTLET
- S TUMBLER TYPE WALL SWITCH

2"x 10" S4

GENERAL NOTES:

ALL MATERIAL & WORKMANSHIP SHALL CONFORM TO THE SPECIFICATIONS OF THE OREGON STATE HIGHWAY DEPARTMENT WHICH ARE SUPPLEMENTARY TO AND A PART OF THESE PLANS.
ELEVATION OF FINISH GRADE TO BE DETERMINED ON JOB BY THE ENGINEER.
COLOR OF PRE-STAINED SHAKES TRIM ROOF SHINGLES AND ALL INTERIOR PAINTING SHALL BE AS SELECTED BY THE ENGINEER.
SEE SPECIFICATIONS FOR FURNACE CAPACITY AND SIZE OF DUCTS.

• SCHEDULE OF FINISH •				
	FLOOR	WALLS + PAINT		CEILING + PAINT
ALL	1" x 3" HEMLOCK	1/2" GYPSUM BOARD	TEXTURE & PAINT	1/2" GYPSUM BOARD TEXTURE & PAINT
S	1" x 3" HEMLOCK	" " "	"	" " " "
	3/4" PLYWOOD & LINOLM	" " "	TEXTURE & ENAMEL	" " " TEXTURE & ENAMEL
N	" " "	" " "	"	" " " "
M	" " "	" " "	"	" " " "
	3 1/2" CONCRETE	6" CONCRETE	—	UNFINISHED —
	3 1/2" "	UNFINISHED (INSIDE WALL PL. BOARD)		" —
	#1 SHIPLAP/SUBFLOOR	UNFINISHED	—	" —

FOR PAINT SEE PER SPECIFICATIONS

FLOOR • PLAN

SCALE 1/4" = 1'-0"

DOOR • SCHEDULE		
MARK	SIZE	TYPE
①	3/0 x 6/8 x 1 3/4	NO. 723
②	2/6 x 6/8 x 1 3/4	NO. 799
③	2/6 x 6/8 x 1 3/8	NO. 820 - SLAB
④	8/0 x 7/0 x 1 3/8	NO. 401 "OVERHEAD"

WINDOW • SCHEDULE		
MARK	SIZE	"TRIM-SET" NUMBERS
Ⓐ	3/0 x 2/0	NO. 3020-T
Ⓑ	4/0 x 4/6	NO. 4046 STATIONARY
Ⓒ	3/0 x 3/0	NO. 3030-T
Ⓓ	3/0 x 4/6	NO. 3046-T
Ⓔ	8/0 x 6/0	NO. 8060 STATIONARY
Ⓕ	2/8 x 1/8	BASEMENT SASH
Ⓖ	3/0 x 4/0	NO. 3040-T

GLAZING S.S. "B" QUALITY

SYMBOLS:

- LIGHT OUTLET
- DUPLEX CONVENIENCE OUTLET
- ELECTRIC RANGE OUTLET
- 1/4 H.P. OIL BURNER OUTLET
- TUMBLER TYPE WALL SWITCH

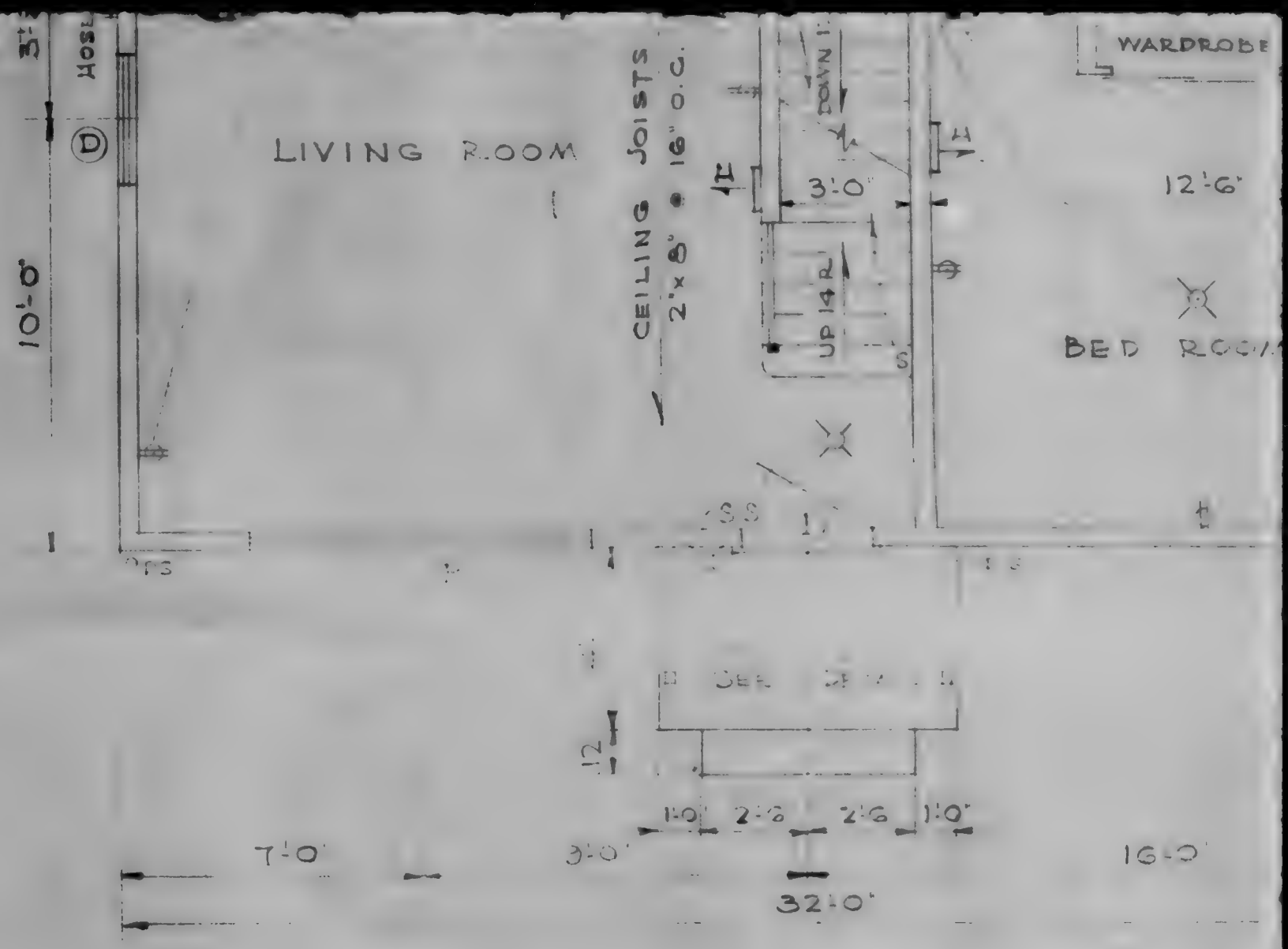
GENERAL NOTES:

ALL MATERIAL & WORKMANSHIP SHALL CONFORM
THE SPECIFICATIONS OF THE OREGON STATE
HIGHWAY DEPARTMENT WHICH ARE SUPPLEMENT
TO AND A PART OF THESE PLANS.
ELEVATION OF FINISH GRADE TO BE DETERMINED
ON JOB BY THE ENGINEER.
COLOR OF PRE-STAINED SHAKES TRIM ROOF SHING
AND ALL INTERIOR PAINTING SHALL BE AS SELEC
BY THE ENGINEER.
SEE SPECIFICATIONS FOR FURNACE CAPACITY A
SIZE OF DUCTS.

• SCHEDULE OF FINISH •					
ROOM	FLOOR	WALLS + PAINT		CEILING + PAINT	
LIVING RM & HALL	1" x 3" HEMLOCK	1/2" GYPSUM BOARD	TEXTURE & PAINT	1/2" GYPSUM BOARD	TEXTURE & PAINT
BED ROOMS	1" x 3" HEMLOCK	" "	"	" "	"
BATH	3/4" PLYWOOD & LINOLM	" "	TEXTURE & ENAM.	" "	TEXTURE & ENAMEL
KITCHEN	" " "	" "	"	" "	"
DINING ROOM	" " "	" "	"	" "	"
BASEMENT	3 1/2" CONCRETE	6" CONCRETE	—	UNFINISHED	—
GARAGE	3 1/2" "	UNFINISHED (INSIDE WALL PL. BOARD)		"	—
ATTIC	*1 SHIPLAP / SUBFLOOR	UNFINISHED	—	"	—

FOR PAINT SEE PER SPECIFICATIONS

NOTE:
LOCATION OF WARM AIR & COLD AIR REGISTERS MAY BE VARIED TO SUIT CONDITIONS.



FLOOR · PLAN
SCALE 1/4" = 1'-0"

DOOR · SCHEDULE		
MARK	SIZE	TYPE
①	3/0 x 6/8 x 1 3/4	NO. 723
②	2/6 x 6/8 x 1 3/4	NO. 799
③	2/6 x 6/8 x 1 3/8	NO. 820 - SLAB
④	8/0 x 7/0 x 1 3/8	NO. 401 "OVERHEAD"

WINDOW · SCHEDULE		
MARK	SIZE	"TRIM-SET" NUMBERS
Ⓐ	3/0 x 2/0	NO. 3020-T

SYMBOLS:

- LIGHT OUTLET
- DUPLEX CONVENIENCE OUTLET
- ELECTRIC RANGE OUTLET
- 1/4 H.P. OIL BURNER OUTLET
- S TUMBLER TYPE WALL SWITCH

GENERAL NOTES:
ALL MATERIAL & WORKMANSHIP SHALL CONFORM
THE SPECIFICATIONS OF THE OREGON STATE

44'-7"

13'-0"

31'-7"

6'-6"

6'-6"

A

20'-0"

13'-6"

GARAGE

CONC. STOOP

2

8'-6"

7'-6½"

11'-11"

B

C

HOSE BIBB.

C

O.D.S

PLASTER BOARD THIS WALL

3" UP @ 6/6 UP

REF.

4'x18"

DINING

C

KITCHEN

5'-0

BATH

8'-6"

A

3½" CONCRETE FLOOR PITCH TO DOOR

8'-0"

3/8"x6 3/8"x1 3/8" #820

RANGE

BRM

LIN

H

H

S

S

S

S

S

I

I

3

DUCT UP

3'-0"

4

HALL 3

DUCT UP

3

WARDROBE

O.D.S.

1'-3"

8'-0"

3'-9"

HOSE BIBB

D

3

DOWN 12 R

3'-0"

H

H

CEILING JOISTS 2"x8" @ 16" O.C.

LIVING ROOM

10'-0"

12'-6"

UP 14 R

BED ROOM 1

NOTE:

LOCATION OF WARM AIR & COLD AIR REGISTERS MAY BE VARIED TO SUIT CONDITIONS.

House
Wired for Elec. Stove

20

S89°

22

90.0

10

24
26
28
32

30

709+78.4

710

30

32

Unit
377.60 South and
404.80 East of the
N.W. corner of Sec. 20
T. 38 S., R. 14 W. W.M.

Pistol R
Oregon Coast Highway
Curry County

N. 0° 34' E.
329.5'

Chicken Coop

Type 'O' Septic Tank
Approx. Loc.

20

5" Vitrified Clay Sewer Pipe

60'

3 Wires

Garage

Wood

Patio Porch

Wire for Clothes Stand

20'

S 89° 26' E.

22

Line

N. 0° 34' E.
329.5'

Chicken Coop

Hedge

Type D Septic Tank
Approx. Loc.

5" Vitrified Clay Sewer Pipe

60'

2 Wires

3 Wires

Garage

Proposed Patrolmans Home

Patrolmans House
Wired for Two Stoves

Approx Loc 1" Water Line

Garage

Ward

Patrolman's Home

Wire for ... Line

Fence & Fence & Hedge

30'

10'

90.0'

20'

S 89° 26 E.

709.276.45

Approx. [illegible] 1" Water Line

90.0

Plot Plan

Scale 1" = 20.0'

N. 88°

18

1" Water Line

243.9

32

10

20

30'

Brookings

Plot Plan

Scale 1" = 20.0'

Hedge

2 Wires

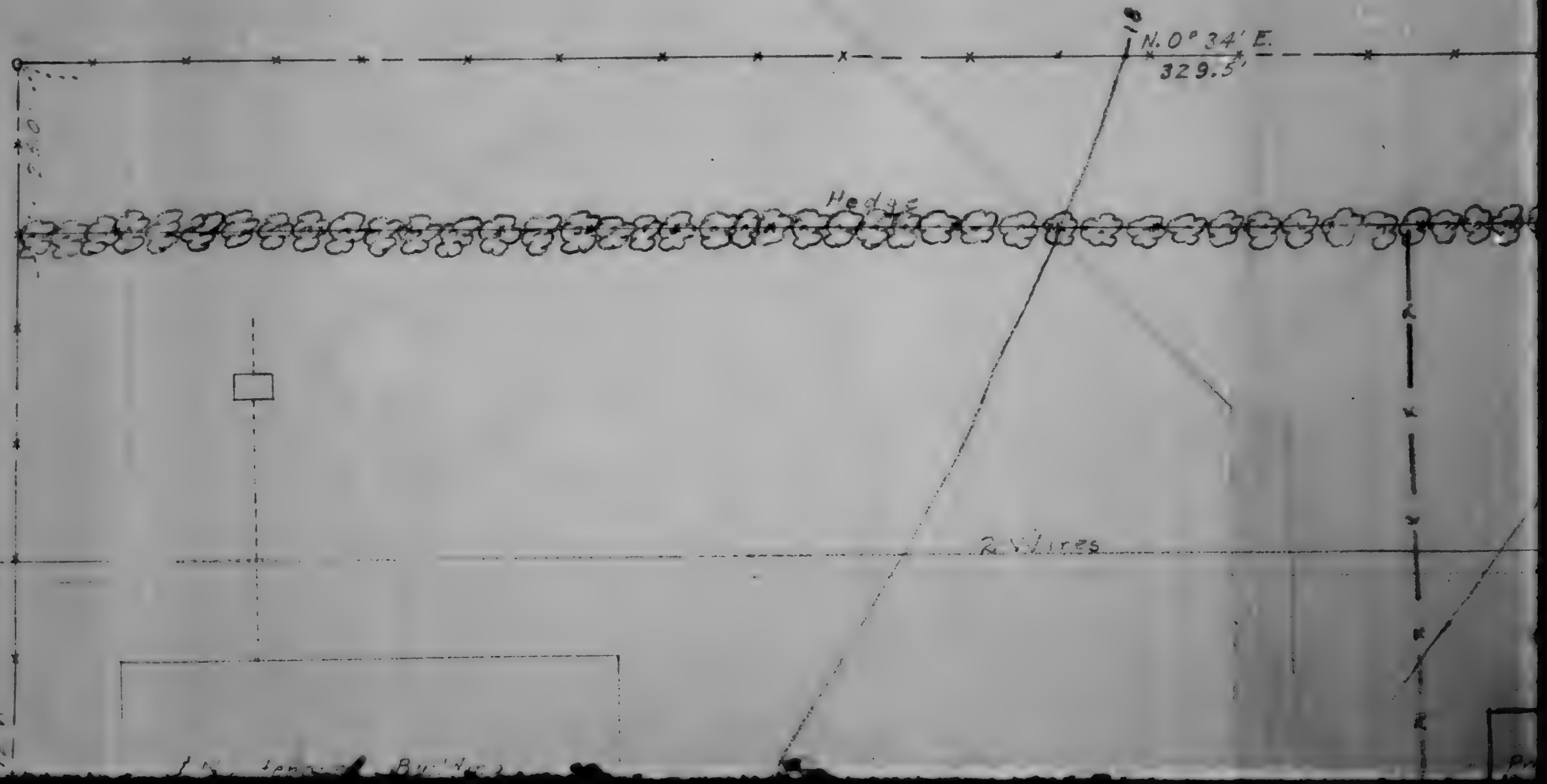
Maintenance Building

N. 85° 12' W.

18

Approx. Loc. 1" Water Line

243.95'


N. 0° 34' E.
329.5'
Hedge
2 Wires
12 ft.

8-4208 Paint Five Bridges on the Oregon 19[illegible]
Coast Hwy.
#4139

RECEIVED
OCT 28 1955
FOR FILING

X-12-1
4135

October 27, 1955

Giles & McNutt
Hall Building
Coos Bay, Oregon

Attention: Mr. Lynne W. McNutt

Gentlemen:

This is in reply to your letter of October 25 concerning the identity of the painting contractor on the Chetco Bridge on June 15, 1955. Our records show that Andrew Nesheim was operating on this bridge under our contract No. 4138, on or near the date that you mention. His address is 9711 - 191st Street S. W., Edmonds, Washington.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

LAW OFFICE
OF
GILES & McNUTT
HALL BUILDING
COOS BAY, OREGON
CO. 7-7019

CLAUD H. GILES
LYNNE W. McNUTT

Oct. 25, 1955

4138

State Highway Commission
Salem, Oregon

Dear Sirs:

We have a number of claims resulting from cars being sprayed by paint by the painters of the Chetco Bridge, on June 15, 1955. We wish to get in touch with those painters.

Will you please advise who had the contract and who was doing this work. We would appreciate your help very much.

Very truly yours,

GILES & McNUTT

By: Lynne W. McNutt

CWM:n

REFERRED TO
BY SECRETARY

RECEIVED
OCT 26 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 12 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) October 6, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4138	6-Final	Andrew Meehain

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20094	B-133438	$ 4,530.00	10/6/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1954

Time Extensions: to July 15, 1955 without penalty

Completion Date: June 19, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record outstanding

Remarks:

Date: 10-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
SEP 19 1955
FOR FILING

8-4208

4138

September 16, 1955

Motors Insurance Corporation
Terminal Sales Building
1220 S. W. Morrison Street
Portland 5, Oregon

NOTED
FLOYD QUERY

Attention: Mr. J. V. Carlin
Claims Supervisor

Gentlemen:

I attach hereto for your information a copy of a letter that I have just sent to the United Pacific Insurance Company, surety on the bond furnished by Andrew Nesheim in connection with State Highway Contract 4138, painting of bridges on the Oregon Coast Highway in Curry County.

You will note that we are not withholding payment to Mr. Nesheim because of the claim of Nina L. Stansell or because of any other claim.

We wish to thank you for your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Att.

REFERRED TO
SECRETARY

September 16, 1955

United Pacific Insurance Company
H. T. Coleman, Agent
Board of Trade Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission has received a letter, dated August 10, 1955, from the Motors Insurance Corporation stating that they have been informed by you that the State Highway Commission is withholding final payment due Andrew Nesheim, contractor, for painting some bridges on the Oregon Coast Highway in Curry County, State Highway Contract No. 4138, pending settlement of the claim of Nina L. Stansell whose automobile was damaged by paint spray in connection with this job, the claim being in the amount of $35.00.

I have checked the Highway Commission's files concerning this job and find that the claim was paid sometime ago. I also find that there are no claims outstanding against this contract, so we have no reason to withhold monies from Mr. Nesheim.

This project was completed by Mr. Nesheim on June 19, 1955 and was accepted by the State Highway Commission on August 11, 1955. You were notified on July 18, 1955 that the final payment would be made as soon as the Highway Commission accepted the project. On July 14, 1955 the voucher covering final payment to Mr. Nesheim was sent to him for acceptance. The amount of the voucher was $4,530. The voucher has not yet been returned, so naturally we cannot pay it. We are anxious to close our books on this subject and will appreciate anything you may do to get Mr. Nesheim to return the voucher. Payment of the final amount will be expedited as soon as the voucher is returned.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Motors Insurance Corporation
Terminal Sales Building
1220 S. W. Morrison Street
Portland 5, Oregon
Attn: J. V. Carlin, Claim Supervisor

MOTORS INSURANCE CORPORATION

TERMINAL SALES BUILDING
1220 S.W. MORRISON STREET
PORTLAND 5, OREGON

Tel. No. Capitol 1617

August 10, 1955

RECEIVED
LEGAL DEPT.

State Highway Department of Oregon
Salem, Oregon

Re: Our Insured: Nina L. Stansell
Other Party: Andrew Nesheim
Loss of 10-27-54

Gentlemen:

We have received a letter from United Pacific Insurance Co. wherein they state that your office is still holding up some of the money on this job to the insured regarding the subject accident.

We wish to advise you that they paid us $35.00 which was our total loss January 26, 1955, therefore, our file is closed.

Thank you for your cooperation.

Very truly yours,

J. V. Carlin

Claim Supervisor
Portland Branch

fa

4-530 81

ANSWERED
H. B. GLAISYER

LETTER TO U.P. 2 6
DATE 9-16

RECEIVED
AUG 11 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 2 1955
FOR FILING

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA
SEATTLE OFFICES—UNITED PACIFIC BUILDING
1000 SECOND AVENUE
TERMINAL BOX 3048
SEATTLE 14, WASHINGTON

July 26, 1955

Oregon State Highway Department
Salem, Oregon

Re: Bond No. 211710 - Principal, Andrew Nesheim
Claimant, Nina Stansell and Motors Insurance Corp.

Attention: H. D. Glaisyer, Secretary

Gentlemen:

In answer to your letter of July 18 addressed to the United Pacific Insurance Company, Medical Arts Building, Tacoma, Washington in regard to the above claim, we wish to advise you that on January 26, 1955 we issued our Draft No. 313940 in the amount of $35.00 to Motors Insurance Corporation in payment of the claim of Nina Stansell.

We are writing to the Motors Insurance Corporation asking them to notify your department that this account has been paid, however, if there is any delay in connection with their letter you can file this letter for your records, which will assure you that the account has been properly taken care of.

Very truly yours

E. V. Conderoy, Manager
Financial Branch Claims

EVC:t

NOTED
H. B. GLAISYER

NOTED ON CARD

RECEIVED
JUL 28 1955
OREGON
STATE HIGHWAY COMMISSION

July 26, 1955

Motors Insurance Corporation
Securities Building
Seattle, Washington

Re: Bond No. 211710 - Principal, Andrew Nesheim
Claimant, Nina Stansell and Motors Insurance Corp.

Gentlemen:

You insure Nina Stansell and previous to January 26, 1955 you made a claim against Andrew Nesheim who is insured by the United Pacific Insurance Company. Your company filed a claim against the above principal and against the job he was doing in Oregon for $35.00 for paint spray damage to your client's car. On January 26, 1955, we issued our draft No. 313940 in the amount of $35.00 payable to Motors Insurance Corporation which was the full amount of your claim.

We have now received a letter from the State Highway Department of Oregon advising us that State Highway Contract No. 4138, which is the contract our above insured has, is now ready to be accepted and final payment will be made. However, they still have the claim that you filed against this job on the records and they will be holding up some of the money on this job to the insured unless you clear with the Highway Department at Salem, Oregon, advising them that this account has been taken care of.

According to our accident report, the same occurred October 27, 1954 at Pistol River Bridge, Oregon. We would appreciate it if you would give this your immediate attention and advise the Highway Department at Salem, Oregon that this account has been properly taken care of. I am not sure whether this is out of your Seattle Office or your Oregon Office.

RECEIVED
JUL 28 1955
OREGON
STATE HIGHWAY COMMISSION

Very truly yours

EVC:t

E. V. Cowderoy, Manager
Financial Branch Claims

RECEIVED
JUL 19 1955
FOR FILING

8-4208
4138

July 18, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4138 for painting the Sixes, Elk, Pistol, Chetco and Winchuck River Bridges on the Oregon Coast Highway in Curry County was completed by the contractor, Andrew Nesheim, on June 19, 1955 but has not as yet been accepted by the Commission.

Final payment in the amount of $4,530.00 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $23,964.00 and no force account work was performed on the project.

There is a claim filed againstthis project by Motors Insurance Corporation on behalf of Nina Stansell for paint overspray removal in the sum of $35.00, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
APR 22 1955
FOR FILING

April 21, 1955

Farmers Insurance Group
595 West 7th Avenue
Eugene, Oregon

Attention: Mr. Wm. S. Patterson

Gentlemen:

This is in reply to your letter of April 20 concerning the claim of Clyde Krutsinger for paint damage to his car by reason of painting operations on the Pistol River Bridge on November 20, 1954.

Our records show that Andrew Nesheim was awarded Contract No. 4138 for painting the Pistol River and other bridges along the Oregon Coast Highway in Curry County. Mr. Nesheim's address is 1702 Prospect Avenue, Olympia, Washington.

This contract has not been completed but it is expected to be done by July 15, 1955. The bridge records in this department indicate that Mr. Nesheim performed some work on the Pistol River Bridge in the early part of November, 1954. At this time we hold $1,367.72 as retained percentage pending completion of the contract and acceptance by the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

HOME OFFICE · LOS ANGELES CALIFORNIA

FARMERS INSURANCE GROUP
FARMERS INSURANCE EXCHANGE
TRUCK INSURANCE EXCHANGE
FIRE INSURANCE EXCHANGE
MID-CENTURY INSURANCE COMPANY
FARMERS AMERICAN AUTO CLUB

FARMERS INSURANCE GROUP

BRANCH CLAIMS OFFICE
595 WEST 7th AVENUE - EUGENE, OREGON

April 20, 1955

State of Oregon Highway Department
Public Service Building
Salem, Oregon

4138

Re:
Our Insured : Clyde Krutsinger
Loss of : 11-20-54

ATTN: H. B.Glaisyer
Secretary

Dear Sir:

On the above date Mr. Clyde Krutsinger suffered a paint spray damage to his 1950 Pontiac 4 door sedan as a result of a painting operation being completed on the Pistol River Bridge. Will you please inform me if the same Washington firm completed the painting of this bridge as worked on the North Bend Bridge in the Fall of 1954? In a previous piece of correspondence you informed me that Runnels Paint Company of 16826 Pacific Highway South, Seattle, Washington, had completed that work but that final payment had been mailed to the contractor October 18, 1954, and that there were no retained funds in the State of Oregon.

If a different concern painted the Pistol River Bridge may I please have information from you regarding the payment to them on their contract and a statement as to whether or not the concern has retained funds in the State of Oregon?

Thank you very much for your assistance in this matter.

Sincerely yours,

Wm. S. Patterson

Wm. S. Patterson
PD - Subrogation Department

REFERRED TO
BY SECRETARY

WSP:da

1367.12

RECEIVED
APR 21 1955
OREGON
STATE HIGHWAY COMMISSION

PROTECTED BY FARMERS INSURANCE GROUP
Symbol of Superior Service

AUTOMOBILE – TRUCK – FIRE – PUBLIC LIABILITY – CARGO
WORKMEN'S COMPENSATION – PERSONAL ACCIDENT – GEN. LIABILITY

RECEIVED
MAR 9 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLATSYER
SECRETARY

8-111-C1
4158

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 8, 1955

Mr. Andrew Neuheim
1702 Prospect Avenue
Olympia, Washington

Dear Sir:

The State Highway Commission at its meeting held on March 2 had under discussion your request for an extension of time, from October 15, 1954 to July 15, 1955, within which to complete your contract No. 4138, for painting the Sixes, Elk, Pistol, Chetco and Winchuck River Bridges on the Oregon Coast Highway in Curry County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Norman D. Krehbiel,
Resident Engineer

P. H. Stephenson,
Bridge Engineer

RECEIVED
JAN 27 1955
FOR FILING

January 25, 1955

Request for extension of time
No. 1
March 2 and 3 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Painting Five Bridges
in Curry County
Contract No. 1138

Andreen Neshaim, contractor on the bridge painting of five bridges in Curry County, on the Oregon Coast Highway, has requested an extension of time from October 15, 1954, to July 15, 1955, in which to complete the contract.

All work on this contract with the exception of painting the Winchuck River bridge and the final coat on the Chetco River bridge has been completed. Inclement weather during the summer and fall delayed work on these structures. The contractor was given an order to postpone work until the arrival of suitable weather in the spring.

The State will incur no additional engineering expense, and there will be no additional inconvenience to the traveling public by this delay. It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS/de
Attached

RECEIVED
JAN 27 1955
FOR FILING

January 25, 1955

Request for extension of time
No. 1
March 2 and 3 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Painting Five Bridges
in Curry County
Contract No. 4138

Andrew Reuhsin, contractor on the bridge painting of five bridges in Curry County, on the Oregon Coast Highway, has requested an extension of time from October 15, 1954, to July 15, 1955, in which to complete the contract.

All work on this contract with the exception of painting the Winchuck River bridge and the final coat on the Chetco River bridge has been completed. Inclement weather during the summer and fall delayed work on these structures. The contractor was given an order to postpone work until the arrival of suitable weather in the spring.

The State will incur no additional engineering expense, and there will be no additional inconvenience to the traveling public by this delay. It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

FMS/de
Attached

RECEIVED
DEC 8 - 1954
FOR FILING

has letter not on card

8-4208
1132

November 29, 1954

Motors Insurance Corporation
Terminal Sales Building
1220 S. W. Morrison Street
Portland 5, Oregon

Attention: Mr. W. H. Newman
Claim Supervisor

Gentlemen:

This will acknowledge your letter of November 19, 1954 requesting reimbursement for payment of a claim in the amount of $35.00 for removal of paint overspray from an automobile belonging to your insured, Nina Stansell, which occurred on October 27, 1954 while your insured was traveling across the Pistol River Bridge on the Oregon Coast Highway in Curry County.

The painting work to which you refer was being carried on by the State Highway Commission's contractor, Mr. Andrew Nesheim, whose address is 1702 Prospect Avenue, Olympia, Washington. In connection with the contract, Mr. Nesheim furnished the State of Oregon a surety bond for the protection of claims and to guarantee satisfactory completion of the project. This bond was written by the United Pacific Insurance Company, H. T. Coleman, Agent, Board of Trade Building, Portland 4, Oregon. I would suggest that you present your claim to Mr. Nesheim inasmuch as the damage occurred by reason of his operations.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Mr. Andrew Nesheim
1702 Prospect Ave.
Olympia, Washington

Mr. H. T. Coleman, Agent
United Pacific Insurance Co.
Board of Trade Building
Portland, 4, Oregon

11-22-54

MOTORS INSURANCE CORPORATION

TERMINAL SALES BUILDING
1220 S.W. MORRISON STREET
PORTLAND 5, OREGON
Tel. No. Capitol 1617

November 19, 1954

State Highway Commission
Capital Building
Salem, Oregon

Re: Our Insured: Nina Stansell
Date of Loss 10-27-54

Gentlemen:

On or about October 27, 1954, while our above Insured was traveling over the Pistol River Bridge, his car was covered with paint overspray due to your operation of painting the bridge.

We have made a claim payment of $35.00 for the removal of the paint overspray from our Insured's car and we are, therefore, looking to you for reimbursement in that amount.

We trust you will give this matter your prompt attention.

Thank you for your cooperation in this matter.

Very truly yours,

W. H. Hermann

Claim Supervisor
PORTLAND BRANCH

jl

ANSWERED
H. B. GLAISYER

11-19-54

RECEIVED
NOV 22 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 13 1954
FOR FILING

FORM E-90 37,000 4-52 59608

Y-4208
41 J5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1954

SUBJECT: Herman C. Lyda, Painting Inspector
Painting Five Bridges in Curry Co.
Contract No. 4138

To:

Mr. W. W. Stiffler
Asst. State Highway Engineer
O f f i c e

C
O
P
Y

Dear Sir:

The 120-day per diem authorization for the above expired on September 21, 1954. Our engineer on the job estimates that painting will not be completed prior to November 15, 1954. May we have your approval of continuing the per diem payment after September 21 and to November 15.

Very truly yours,

/s/ P. M. Stephenson

P. M. Stephenson
Asst. Bridge Engineer

APPROVED

/s/ W. C. Williams
Deputy State Highway Engineer

Date 10-12-54

1 copy to Asst Local.
1 copy to Bridge Dept

RECEIVED
MAY 3 1954
FOR FILING

1-1-18

4138

May 3, 1954

Mr. Andrew Nesheim
1702 Prospect Avenue
Olympia, Washington

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4138, which was awarded to you April 2, 1954 by the State Highway Commission, for painting five bridges on the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 5 1954
FOR FILING

2 - Allen
4138

April 5, 1954

Mr. Andrew Nesheim
1702 Prospect Ave.
Olympia, Washington

Dear Mr. Nesheim:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4138 for painting five bridges on the Oregon Coast Highway in Curry County. This award was based on your bid of $2[illegible],964 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC R. G. Savage

18-8314	Klamath Falls-Calif. State Line Rock Prod. Proj. on 5	1954
#4139	Hwys.	

18-8-14

OREGON STATE HIGHWAY DEPARTMENT

(date)

Sep. 23, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4139	5-final	Jas. M. Barnes	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19349	B-104481	$ 1,023.73	9/23/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: July 27, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-27-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 27 1954
R.R.

NOTED ON CARD
9-27-54 R

RECEIVED
SEP 1 - 1954
FOR FILING

August 31, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4139 for rock production on the Klamath Falls-California State Line Section of five State Highways in Klamath County was completed by the contractor, James M. Barnes, on July 27 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $1,023.73 will be released to the contractor on or after September 10, 1954. The total contract amount is $32,780.40 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
8-31-54

RECEIVED
FOR FILING

August 16, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4. Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to James M. Barnes on contract No. 4139, for rock production on the Klamath Falls-California State Line Section on five State Highways in Klamath County.

This payment, in the amount of $7,990.42, will be released to the contractor on or after August 26, 1954. The retained percentage is $982.17.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
8-16-54

Form E-1—1064

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 7, 19 54

Section Klamath Falls-California State Line — Kind of work Rock Production

Highway Five State Highways — Section prefix 18-3314

Contractor J. C. Toms — Contract number 412

Date of contract April 6, 19 54 — Date of completion August 31, 19 54

Date work started April 20, 19 54 — Estimated date of completion July 27, 19 54

Amount of contract . . . . . $35,164.25 — Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering $35,164.25

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 2650.00, 100 % — Date project was completed July 27, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on project is complete. Contractor has completed work and the semi-final estimate was completed on Thursday. Final Report.

NOTED
B. A. MARTIN

RECEIVED
AUG 10 1954
NOTED
FORREST COOPER

Signed Jos. C. Toole

Address P.O. Box 1000, Klamath Falls, Oregon — Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			15,000		
Estimated quantities moved or placed to date			14,400		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and [illegible]		
Monday	" "	"	
Tuesday	Fair and Mild		
Wednesday	Rain and Cloudy		
Thursday	Partly Cloudy & Fair		
Friday	Fair and Mild		
Saturday			

State Printing

RECEIVED
MAY 3 1954
FOR FILING

11-3-1
4139

May 3, 1954

Mr. James M. Barnes
111 Sheldon St.
Klamath Falls, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4139, which was awarded to you April 2, 1954 by the State Highway Commission, for rock production on the Klamath Falls-California State Line Section of five State Highways in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING
12 - 1954
11: 1

April 5, 1954

Mr. James M. Barnes
111 Sheldon
Klamath Falls, Oregon

Dear Mr. Barnes:

The State Highway Commission on April 4, 1954 awarded to you State Highway Contract No. 4139 for the Klamath Falls-California State Line Rock Production Project in Klamath County. This award was based on your bid of $54,650.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

324-1706 Gervais (5th St.) Paving 1954
Proj.
#4140

FOR FILING
5-4-1956

4140
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 16, 1954

(EST. NO.) (CONTRACTOR)

4140	3-final	WARREN NORTHWEST, INC.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14136	B-99057	$ 500.00	7/15/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

H. H. Richardson
ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1954

Time Extensions: None

Completion Date: May 25, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-19-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Queen
Ass't. Secretary

7-19-54

Warrant Mailed: JUL 19 1954

RECEIVED
FOR FILING

324-11 6

1141

5 6

July 2, 1954

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title and Trust Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4140 for work performed on the Gervais (5th Street) Section in Marion County was completed by the contractor, Warren Northwest, Inc., on May 25, 1954, and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $500.00 will be released to the contractor on or after July 12th. The total contract amount is $7,453.90, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. Robert E. Wallace
320 California Street
San Francisco 4, California

NOTED ON CARD
7-2-54 md

RECEIVED
FOR FILING
6-24-54
411

June 25, 1954

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract No. 4140, covering paving on a city street in Corvais in Marion County.

This payment, in the amount of $3,147.51 will be released to contractor on or after July 6, 1954. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Federal Insurance Company
Robt. E. Wallace, Manager
320 California Street
San Francisco 4, California

NOTED ON CARD
6-25-54 sl

6 6

Form E-1—100M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 12, 1954

Section Gervais (5th Street) | Kind of work Paving

Highway City Street | Section prefix 334-1706

Contractor Warren Northwest Inc. | Contract number 4140

Date of contract April 2, 1954 | Date of completion September 15, 1954

Date work started April 26, 1954 | Estimated date of completion May 25, 1954

Amount of contract . . . . . $ 7814.51 | Per cent of time elapsed 32.33 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 7453.90

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 723.08, 120.87 % | Date project was completed May 25, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed Semi-Final and submitted same to Division Office June 9, 1954.

Noted
W. C. Williams

RECEIVED
JUN 14 1954
OFFICE OF
CONSTRUCTION ENGR.

NOTED
B. A. MARTIN

Signed J. F. McGee

Address Res. Eng'r.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Rain		
Wednesday	Showers		
Thursday	"		
Friday	Cloudy		
Saturday	Showers		

State Printing 53382

RECEIVED
MAY 7 1954
FOR FILING

3 1 - 1704
4140

May 6, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission on April 2, 1954, as follows:

Contract No. 4132, for grading and pavement widening on the Yew Creek-Alsea Mountain Summit (Passing Lanes) Section of the Alsea Highway in Benton County.

Contract No. 4140, for paving on the Gervais (5th Street) Section in Marion County.

Contract No. 4142, for grading and paving on the Turner (3rd Street) Section in Marion County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Emery, Assistant Secretary

gl
encls.

RECEIVED
FOR FILING

234-1-16
4-4

April 5, 1954

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4140 for the Gervais (5th Street) Paving Project in Marion County. This award was based on your bid of $7,478.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

RECEIVED
FOR FILING
324-1706
4140
Gervais

March 29, 1954

Mr. Edward J. Studer, City Recorder
City Hall
Gervais, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Gervais covering the Special City Allotment project on Fifth Street from "G" Street to "D" Street in Gervais.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAR 30 1954
FOR FILING
324-1706
4140
Gervais

March 29, 1954

Mr. Edward J. Studer, City Recorder
City Hall
Gervais, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highwg Commission and the City of Gervais covering the Special City Allotment project on Fifth Street from "C" Street to "D" Street in Gervais.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

RECEIVED
APR 2 . 1954
FOR FILING

Fin. & Accts
Allocations
& Cities
Gervais

Salem, Oregon
March 29, 1954

Mr. John W. Cattrall
City & County Relations Dept
O f f i c e

Attached is a conformed copy of an agreement with the City of Gervais covering the Special City Allotment project on Fifth Street from "G" Street to "D" Street in Gervais.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City of Gervais.

Very truly yours,

Secretary

rm
Attach: 1

FORM E-00 25M 9-51 58519

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project on Fifth Street from "G" Street to "D" Street in Gervais.

Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John F. Hagemann
Asst. County and City Relations Engineer

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMM.
DATE December 10, 1953
O. H. Kearney
Secretary

165

ORDINANCE NO. [redacted]

3-12-54

AN ORDINANCE, providing for a form of agreement by and between the City of Gervais, Oregon and the State of Oregon acting by and through its State Highway Commission, for the improvement of 5th street from "G" street to "D" street and declaring an emergency.

AND WHEREAS, the City of Gervais, has heretofore made application to the State of Oregon acting by and through the State Highway Commission for assistance in repairing or reconstructing streetsunder the provisions of ORS 366.800 and 366.805.

AND WHEREAS, the State Highway Commission has accepted such application for the improvement of Fifth street from "G" street to "D" street.

AND WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Council, the State of Oregon acting by and through the State Highway Commission has agreed to pay all of said costs for resurfacing said street up to Fifteen Thousand and No/ 100 Dollars($15,000.00).

THE PEOPLE OF THE CITY OF GERVAIS DO ORDAIN AS FOLLOWS:

Section 1. That that certain agreement hereinabove referred to be entered into by and between the City of Gervais and the State of Oregon acting by and through the State Highway Commission providing for the improvement of Fifth street from "G" street to "D" street, and it is hereby approved and accepted as so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in duplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. WHEREAS, it is necessary that said improvement be made in the spring or summer of 1954, while the weather permits and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder thereby involving the Police and Credit of the City of Gervais an emergency is hereby declared to exist and this

3-15-54
Form OK
McA.

ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

Ayes, 5

Nayes, 0

Submitted and approved by the Mayor on the 12th day of March 1954

Reed J Cutshall Mayor

ATTEST:

Edward J. Studer
Recorder

3-11-54

1954 Special Allotment File

GERVAIS CHARTER -- 1916

Sec. 142

"The city of Gervais is not bound by any contract or in any way liable thereon unless the same is authorized by a city ordinance and made in writing and signed by the Mayor and Recorder in behalf of the city; . . . ".

3/11/54 .. Contract approved by Resolution
Charter of 1916 provided that it be
by Ordinance. MH.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

2-17-54

NOTED
Harold C. Ayers

NOTED
J. F. HA[illegible]

MEMO TO FILES

RE: GERVAIS

On Thursday, February 4, 1954, having noticed the typical section for the improvement of Fifth Street in Gervais would have a finished grade at center line of approximately 2 feet above sidewalk grade, I visited Mr. E. C. Ronner, Street Committeeman on Council, and showed him plan and profile. Then, with him, I showed property owners and several members of Council what the center line would be, 26 feet from sidewalk. The councilmen and property owners agreed that due to drainage problem there was no other practical way to construct this street and approved the grade change as shown on plans.

H. C. Ayers

HCA:MM
2/17/54

Gervais, Oregon
February 15, 1954

Harold C. Ayers
Field Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

You have shown Mr. E. C.Ronner, Street Commissioner, for the City of Gervais blue prints and specifications of the paving program contemplated for Fifth Street by your depart ent. Mr. Ronner has contacted the property owners and finds that they are in aggreement to the proposed program. He has also talked with the other members of the City Council and they also agree.

Edward J. Studer

Edward Studer
City Recorder
Gervais, Oregon

ECR:VWR

RECEIVED
FEB 1 1954

Salem, Oregon
January 28, 1954

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Mr. E. G. Smith
Construction Engineer

Attention: Mr. E. Pease

NOTED
Harold C. Ayers

We hand you herewith the field data on the Special City Allotment project in Gervais. We have checked the plans and find the proposed work to be consistent with that proposed and within the funds allocated.

John W. Cattrall
Engineer, County and City Relations

By

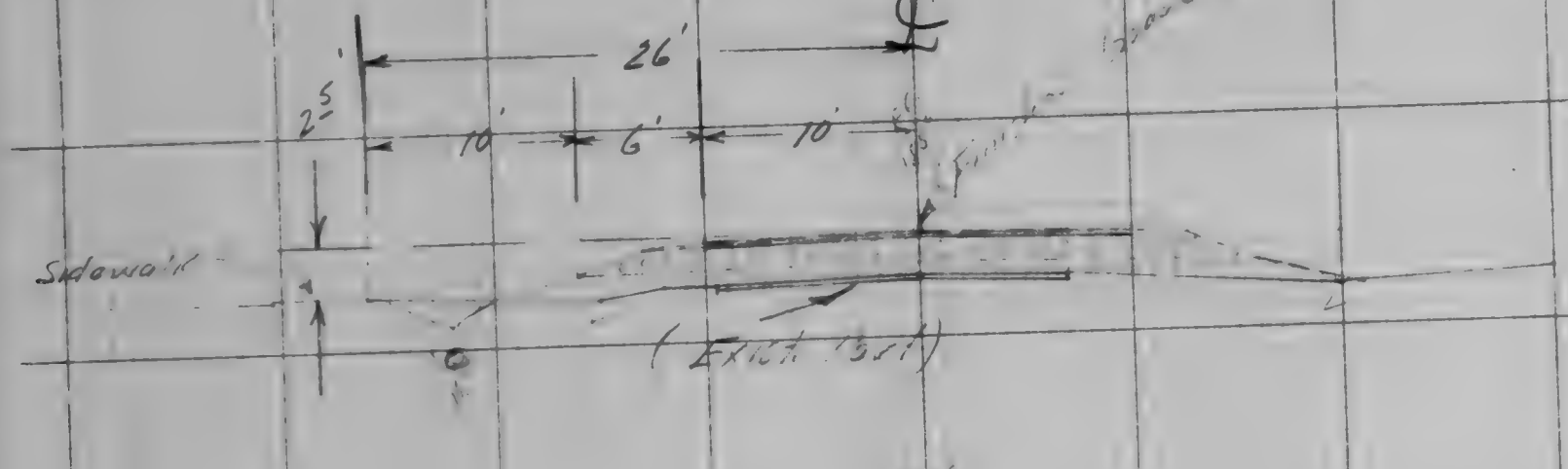
H. C. Ayers
Field Engineer

[redacted]
Att.

NOTED
J. F. HAGEMANN

cc: Mr. Virgil O'Neil

Groove
5# Steel



No 26

Gerows

Preliminary Estimate

Fifth Street from "G" Street to "D" Street
a distance of approximately 0.15 mile

Grade, place 12" base course and 3" asphaltic Concrete
pavement 20' width

Grade Work	24 hrs	$ 12.00	$ 288.00
3"-0 in base	1000 Cyds	3.50	3500.00
3/4"-0 in base-shoulders	380 Cyds	4.00	1520.00
Sprinkling	35 m gal	3.00	105.00
3/4"-0 in binder Course	25 Cu yds	6.00	150.00
RC 3 in binder Course	5 tons	70.00	350.00
Class "B" Asphaltic Concrete	480 tons	10.00	4800.00
			$ 10,713.00
		Preliminary Estimate of Const Cost	1339.13
		12½% Engrg & Contgcy	
Total Est	$ 12,500.00	Prelimy Eng.	$ 525.00
			$ 12,572.13

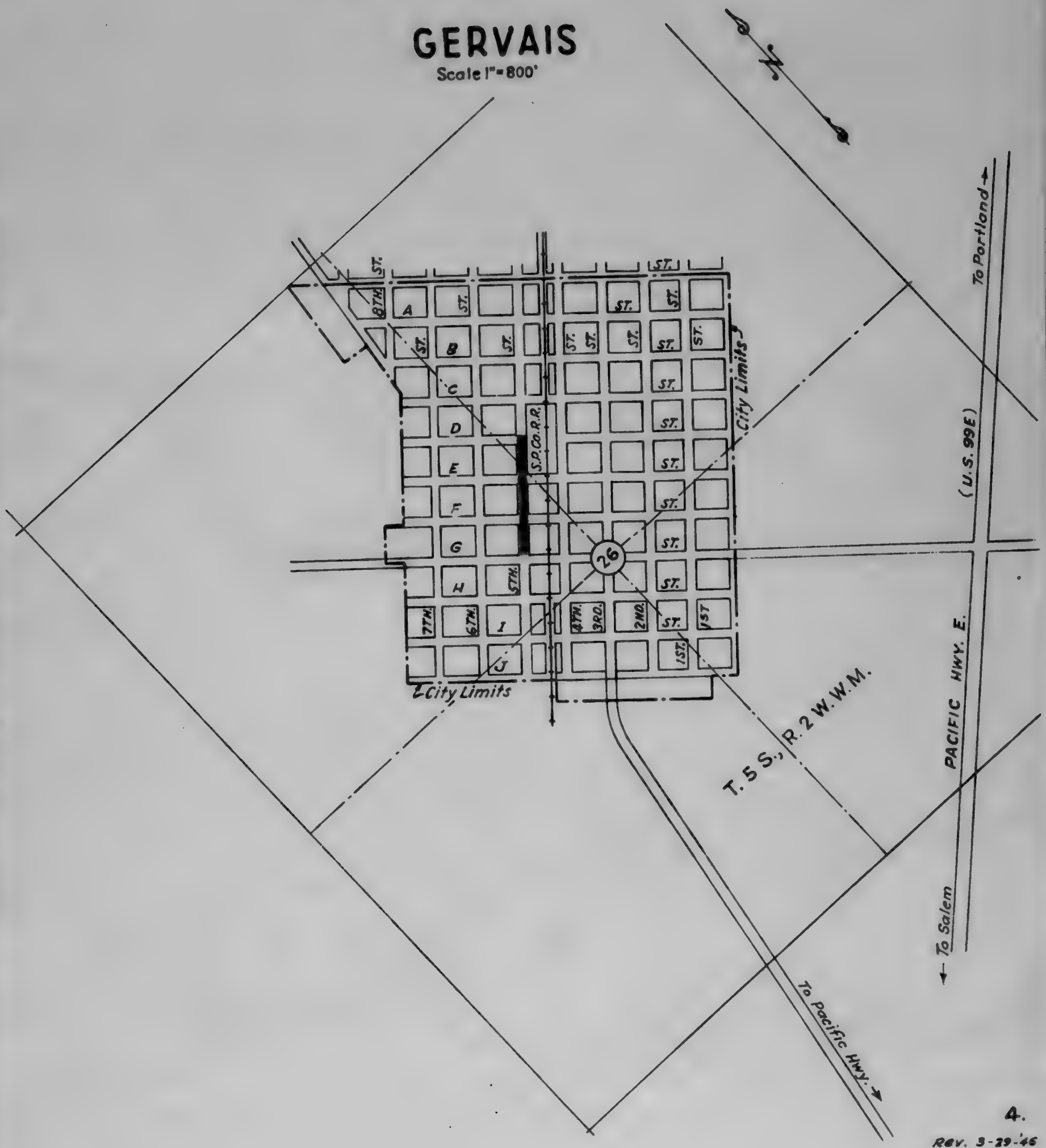
T.N. 26

8-6-53

No. 26

GERVAIS

Scale 1" = 800'



4.

Rev. 3-29-46

GERVAIS, OREGON
March 30, 1953

REFERRED TO
Cattrall
BY TRAFFIC ENGINEER

Oregon State Highway Department
Salem, Oregon

Attention Mr. F. B. Crandall

Dear Mr. Crandall:

Members of the City Council ofGervais, Oregon feel that aid is justified in maintaining the paved streets designated on the map, because in addition to normal traffic, these streets are being used by two saw mills in hauling some of their logs and all of their lumber to two loading docks.

Sincerely yours,

E. C. Ronner
Street Commissioner

ECR:VW

RECEIVED
APR 27 1953
ENGINEER
COUNTY ... RELATIONS

RECEIVED
TRAFFIC ENGINEER

Form cc-50
Special City Allotment

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Gervais is an incorporated city of the State of Oregon, and has a population of 434, as given by the latest official census, and

Form cc-50

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Gervais does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Councilman E. C. Ronner as the official representative of the city in all negotiations resulting from this request.

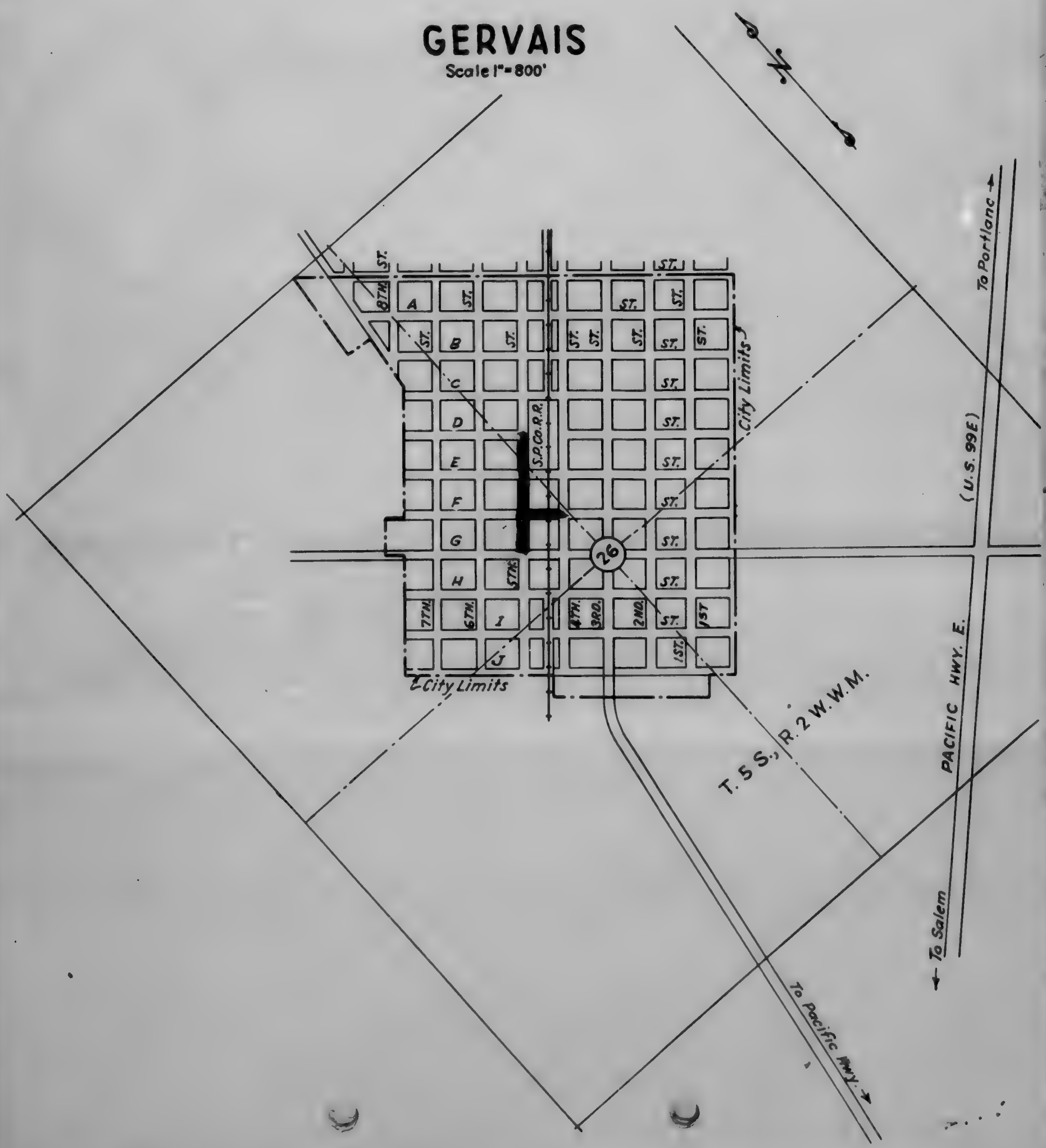
Passed and approved this 4th day of February, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - -

GERVAIS

Scale 1"=800'



GERVAIS

Scale 1" = 800'

5th St light dirt 16' wide - [illegible]
fair slope - [illegible]

7 stalled [illegible]
gas & oil

3 R.R tracks

16 wide to tracks [illegible]
26' wide beyond tracks [illegible]

some lumber carriers on 5th + lumber trucks
log come in from "B" St to road mill.

Sewer

8TH ST.

A ST.
B ST.
C ST.
D ST.
E ST.
F ST.
G ST.
H 8TH.
J 7TH.

6TH. 1 4TH. 3RD. 2ND. ST. 1ST.

1ST. ST.

City Limits

26

City Limits

To Portland

(U.S. 99E)

T. 5 S., R. 2 W. W. M.

PACIFIC HWY. E.

To Salem

To Pacific Hwy.

Rev. 3-29-46

CITY OF GERVAIS
INCORPORATED 1874
In the Heart of Willamette Valley, 14 Miles North of Salem
OFFICE OF THE MAYOR
GERVAIS, OREGON

NOTED
J. W. CATTRALL

Sept 12-1952

RECEIVED
SEP 15 1952
ENGINEER

NOTED
Harold C. Ayers

RECEIVED
OREGON

Mr. John W. Cattrall.
Oregon State Highway Dept.,
Salem, Oregon.

Dear Sir:
I would like to have you send us special City allotment form CC-5-0.

Yours truly,
Ref J Cutsforth mayor.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Forms sent Oct. 9, 1952
for 1954 Allocation

24-3608 Salem Maintenance Bldg. 1954

#4141

RECEIVED
OCT 8 - 1954
FOR FILING

October 7, 1954

Modern Materials Co.
217 S. Fixth St.
Redmond, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time from July 31 to August 31, 1954 within which to complete your contract No. 4414, for constructing Alica Maintenance Building in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

cl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

E. C. Paxson,
Assistant State Highway Engineer

RECEIVED
OCT 8 - 1954
FOR FILING

October 7, 1954

Modern Materials Co.
217 S. Sixth St.
Redmond, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time from July 31 to August 31, 1954 within which to complete your contract No. 4141, for constructing Union Maintenance Building in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

pl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

[illegible]. Saxon,
Assistant State Highway Engineer

24-3603

OREGON STATE HIGHWAY DEPARTMENT

(date)

Sept. 3, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4141	4-final	MODERN MATERIALS CO	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18086	R-103207	$ 1,196.02	9/2/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: Aug. 31, 1954 without penalty

Completion Date: Aug. 13, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

[illegible] ON CARD

9-30-54

Warrant Mailed:

raw

RECEIVED
AUG 24 1954
FOR FILING

24-3607
4111

August 23, 1954

US Fidelity & Guaranty Company
Portland Office
201 Portland Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4141 for work performed on the maintenance building in Salem, Marion County was completed by the contractor, Modern Materials Company, on August 13, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,196.02 will be released to the contractor after acceptance by the Commission. The total contract amount is $14,026.73 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

NOTED ON CARD
8-23-54 S

RECEIVED
AUG 23 1954
FOR FILING

24-21 ~~~

4/1511

August 19, 1954

Request for extension of time
No. 2
September 23 and 24 meeting.

Oregon State Highway Commission

Gentlemen:

re: Salem Maintenance Building
Contract No. 1414

The Modern Materials Co., contractor for the construction of the Salem Maintenance Building, has requested an extension of time from July 31, 1954, to August 11, 1954, in which to complete the work on this contract.

After the contract was let, it became necessary to do additional work, such as the placing of a new septic tank, drain field, and necessary piping. This increased the length of time necessary to complete the contract. All work was completed on August 13.

It is recommended that this extension of time be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/de
Attached

Form E-1—1086—11-51

24-3618

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1954

Section Lafayette (Madison Street)

Highway City Street

Contractor W. G. Wright

Date of contract April 7, 1954

Date work started August 9, 1954

Amount of contract $10,086.34

Estimated cost of completed project, exclusive of engineering $10,086.34

Per cent of contract completed, based on total contract price . . . . . 9 %

Engineering cost to date $690.43, 89.42 %

Kind of work Grading & Paving

Section prefix 336-1710

Contract number 4141

Date of completion September 15, 1954

Estimated date of completion " 15, 1954

Per cent of time elapsed 80.25 %

Date project was completed 8-13, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor started work August 9, 1954.

Completed grading and placed 150 cu yds of base rock this week.

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

RECEIVED
AUG 17 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. F. McLee

Address Salem,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.23	0.23			
Miles partially completed	0	0.23			
Miles completed	0.23	0			
Total estimated quantities	470	1446			
Estimated quantities moved or placed to date	400	150			
Average daily quantities	3	1			
Average daily quantities necessary to complete project on time	Completed	41			
Number shifts per day	1	1			
Hours per shift	8	8			
Average force on project for week	7	7			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....1...., Rollers ....1.., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....,Cat Loader . ....1....., Water Wagon. . ....1....., Trucks . ....2.....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Light Showers		
Saturday	Fair		

State Printing 53382

RECEIVED
MAY 5 1954
FOR FILING

May 4, 1954

Modern Materials Co.
217 . Sixth Street
Redmond, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4124, for constructing Bend Garage and Shed in Deschutes County, awarded April 1, 1954.

Contract No. 4141, for constructing Salem Maintenance Building in Marion County, awarded April 2, 1954.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

H. G. Gladmyer, Secretary
STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encls.

RECEIVED
APR 6 1954
FOR FILING

April 5, 1954

Modern Materials Company
217 Sixth Street
Redmond, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4141 for construction of the Salem Maintenance Building in Marion County. This award was based on your bid of $14,076.73, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC R. G. Savage

324-1707 Turner (3rd St.) Grad. & Pav. 1964
Proj.

#4142

RECEIVED
JUL 19 1954
FOR FILING

134-1707

(CONTRACT NO.) 4142

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 16, 1954

(EST. NO.)	(CONTRACTOR)
1-final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4142	R-99266	$ 6,246.28	7/16/54
4343			

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1954

Time Extensions: None

Completion Date: June 2, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-19-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Avery
Ass't. Secretary

7-19-54

Warrant Mailed: JUL 19 1954

July 8, 1954

Rodgers Insurance Agency, Inc.
Federal Insurance Co. of Flemington, N.J.
803 Title & Trust Bldg.
Portland 4 Oregon

Gentlemen:

State highway contract No. 4142 for work performed on Third St. in the City of Turner in Marion County was completed by the contractor, Warren Northwest Inc., on June 2, 1954 and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $6,246.28 will be released to the contractor on or after July 19, 1954. The total contract amount is $6,246.28, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
7-8-54

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 19, 1954

Section Turner (3rd Street)

Highway City Street

Contractor Warren Northwest Inc.

Date of contract April 2, 1954

Date work started May 24, 1954

Amount of contract . . . . . $

Estimated cost of completed project, exclusive of engineering $6246.28

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $1039.27, 195.63 %

Kind of work Grading & Paving

Section prefix 32[illegible]-1707

Contract number 4142

Date of completion September 15, 1954

Estimated date of completion June 2, 1954

Per cent of time elapsed 37.13 %

Date project was completed June 2, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed Semi-final estimate and submitted same to Division Office Thursday June 17th.

RECEIVED
JUN 21 1954
DIVISION ENGINEER
DIVISION NO. 2

NOTED
V. C. SMITH

WEST CO.

NOTED
B. A. MARTIN

Signed J. F. McGee

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Fair ?		
Saturday			

State Printing 53382

RECEIVED
MAY 7 1954
FOR FILING

224-1171

1142

May 6, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission on April 2, 1954, as follows:

Contract No. 4132, for grading and pavement widening on the Yew Creek-Alsea Mountain Summit (Passing Lanes) Section of the Alsea Highway in Benton County.

Contract No. 4140, for paving on the Gervais (5th Street) Section in Marion County.

Contract No. 4142, for grading and paving on the Turner (3rd Street) Section in Marion County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Cuery, Assistant Secretary

gl
encls.

Form A-150 10M 12-52

NOTED
V R JONES

INVOICE

Oregon State Highway Department

Salem, Oregon

City of Turner

Turner, Oregon

RECEIVED
APR 6 - 1954
ENGINEER
PUBLIC CITY RELATIONS

Invoice No. 33037

Date April 6, 1954

Your Req. No.

Billing Request No. CC 74

Credit distribution: 324-1707-899

Attn: City Recorder James O. Russell

Advance Deposit	1,000.00
City share of cost for 1954 Turner City Allotment project (C Street) as per agreement dated March 24, 1954.	
City to pay flat sum of $1,000.00.	
To be refunded	1,000.00
	$ 0.00

2nd

J. F. HAGEMANN

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

RECEIVED
FOR FILING

24-1717
1-1-

April 5, 1954

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4142 for paving and grading Third Street in Turner, Marion County. This award was based on your bid of $6,641.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

RECEIVED
MAR 30 1954
FOR FILING

324-1707
4142

March 29, 1954

Mr. Jas. O. Russell, City Recorder
City Hall
Turner, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Turner covering the Special City Allotment project on Third Street from "C" Street to the Mill Creek bridge in Turner.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

CEIVED
R 2 1954
OR FILING

District
Locations
Cities

Salem, Oregon
March 29, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Turner covering the Special City Allotment project on Third Street from "C" Street to the Mill Creek bridge in Turner.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Turner, Oregon

Very truly yours,

Secretary

rn
Attach: 1

FORM E-20 20M 8-51 53315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project on Third Street from "C" Street to the Mill Creek bridge in Turner.

Two copies have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By
John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

December 10, 1953
Beaman

RECEIVED
MAR 11 1954
ENGINEER

FOR FILING

Dist Engr
Allo of funds
to Turner

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
March 15, 1954

INTER-DEPARTMENT CORRESPONDENCE

To: Mr. C. H. Maison
Chief Auditor

SUBJECT:

Attached hereto please find Check No. 514, for $1000.00 from the City of Turner. This check is in payment for the city's share of the cost of the Special City Allotment project as approved by the Commission on December 10, 1953.

John W. Cattrall
Engineer, County and City Relations

By H. C. Ayers

H. C. Ayers
Field Engineer

HCA:M
Att.

cc: B. H. Probert
W. C. Williams
Floyd Query

ORDINANCE NUMBER 93

3-12-54

AN ORDINANCE [illegible] A CONTRACT [illegible] OF THIRD STREET [illegible].

Be it ordained by the City Council of the City of Dallas:

Section 1. That the City of Dallas, acting in connection with the State of Oregon, by and through the State Highway Commission, to improve THIRD Street in Dallas from "C" Street to the Rickreall Creek Bridge, which is a distance of approximately 0.12 mile. Such improvement of the said street and the said contract therefor will be pursuant to the provisions of Chapter 366, Oregon Laws 1951, and 366.395.

Section 2. That the City Recorder is hereby authorized and directed to execute, on behalf of the City of Dallas, the contract for the improvement of Third Street in Polk County, Oregon, and when the same is delivered to the City of Dallas at the proper time according to the provisions of said contract, the City's check for $1000.00.

Section 3. That the [illegible] reservation for the protection of the public health, welfare, safety and convenience contained in this ordinance [illegible] and for the reason that an emergency is declared to exist, this ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

Passed by the Council this 12th day of April, 1954.

Approved by the Mayor this 12th day of April, 1954.

Approved: Richard R. Chapman
Mayor of the City of Dallas, Oregon

Attest:

Jas. O. Bonnell
Recorder for the City of Dallas, Oregon

SPECIAL LAWS OF ORE. -- TURNER CITY CHARTER -- 1905

1. Chap. XII — Misc.

"The City of Turner shall not be bound by any contract or in any way liable thereon, unless the same is authorized by ordinance, and made in writing and by order of the council, signed by the Mayor or Recorder on behalf of the city; . . . "

3/11/54-
Contract approved by Resolution.
Charter of 1905 provides it should
be by Ordinance. McA.

3/15/54 - Ordinance O K as to form
Return to Graham.
McA.

2/17/54

TURNER OREGON

DESCRIPTION OF METES AND BOUNDS

Description of property to be acquired by the City of Turner, Oregon, for use as right of way for sidewalk.

Owners G. A. Ostrin and Lee Barber, Book 336, page 197, of Marion County Record of Deeds. A parcel of land lying in Lot 5, Block 6 in the Town of Turner, situated in Section 29, Township 8S., R. 2W., W.M., Marion County.

The said parcel being described as follows:

Beginning at a tack (in lead) in the sidewalk, which marks the S.W. corner of said Lot #5; thence easterly along the south line of said Lot #5, a distance of 10 feet; thence northwesterly a distance of 14.14 feet to a point on the west line of said Lot #5 that is 10 feet northerly from the beginning point; thence southerly along said west line of said Lot #5 a distance of 10 feet to place of beginning.

The parcel of land to which this description applies contains 50 square feet and lies outside the existing right of way.

HCA:MM

2/17/54

TURNER OREGON

DESCRIPTION OF METES AND BOUNDS

Description of property to be acquired by the City of Turner, Oregon, for use as right of way for sidewalk.

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The parcel of land to which this description applies contains 50 square feet and lies outside the existing right of way.

HCA:MM

FORM E-30 25M 9-51 58618

24-5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1954

SUBJECT:

To: Mr. H. G. Smith,
Construction Engineer,
D e p a r t m e n t .

Dear Sir:

We are forwarding herewith a description, Original Authorization for Negotiation, Statement of Information and cloth tracing in connection with right of way for a sidewalk in Turner. The City is to acquire this right of way.

Also included is a copy of a letter from J. F. McGee, which is self-explanatory.

Yours very truly,

J. D. Walker,
Division Engineer.

By F. T. Lacey

F. T. Lacey,
Division Office Engineer.

AM

FORM E-30 25M 9-51 52316

324-1423

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1954

SUBJECT: R/W from Delmer Barber for Sidewalk purposes.

To: Mr J.D.Walker
Division Engineer
State Highway Bldg
Salem, Oregon

RECEIVED
FEB 10 1954
DIVISION ENGINEER

Dear Sir:

In the presence of myself, Mr C.F.O'Neil, and Mr A.T.Garrow, Wednesday, February 3, 1954, Mr Delmer Barber, owner of Lot #5, Block #6 in Turner, Marion County, Oregon, told a Mr Russell, who is the City Recorder of Turner and also one of the Councilmen, that he would give to the City of Turner, a triangular piece of land, for the good of the public, off of the S W Corner of said Lot #5.

The piece of land to be donated to the City, is to allow room to move the sidewalk back, necessatated by the replacing of a two foot radius curb with a 25 foot radius at the N E Corner of the intersection of 3rd and "C" Streets. Mr Barber wants it understood that there will be no expense to himself or his heirs in connection with replacing the sidew walk and curb due to any change in present conditions.

The above stated facts are in connection with our proposed repair and widening of the Turner (3rd St from "C" St to Mill Creek Bridge) Section, in Marion County on Market Road #27.

Herewith Description of Metes and Bounds (Original & Copy), Original Authorization for Negotiation (Original & Copy), Statement of Information (Original & Copy), also cloth tracing; data in connection with acquiring above mentioned triangular piece of land.

Respectfully Yours

J. F. McGee

John F. McGee
Resident Engineer

CFO'N: co'n
2 Copies

Form E-31—5M

OREGON STATE HIGHWAY COMMISSION

DESCRIPTION OF METES AND BOUNDS

Description of Property to be ..... (Purchase, Lease or Easement)

for use as ..... (State purpose for which property is to be used)

Description prepared by ....., ..., 19.....; Checked by ....., ..., 19.....

Owner .....

..... Section, ... Highway.

A parcel of land lying in the ~~.....~~ Lot 5 Block 6 in the Town of Turner situated in ~~of~~ Section ....., Twp. ....., R. ....., W. M.,

..... County, Oregon, ~~and being a portion of the following described property:~~

~~That tract of land which was conveyed by that certain deed to~~ .....,

recorded in Book 336, Page 132 ~~of~~ ..... ~~County Record of Deeds.~~

The said parcel being described as follows: Beginning at a ~~.....~~ tack (in lead) in the sidewalk, ~~which marks the .....~~ said ~~.....~~ place is the ~~.....~~ of ~~.....~~, ~~in the County of .....~~ ~~State of .....~~, ~~and~~ bound in the platted ~~.....~~ of the above named town ~~.....~~ ~~on file in the County Clerk's office of this said County; the above described lot~~ ~~situate in .....~~; thence Easterly at right angles to the West Line of said Lot #5, a distance of 10 feet; thence North parallel with the West Line of said Lot #5 to a point on the North Line of said Lot #5 that is 10 feet Northerly from the beginning point; thence Southerly along said West Line of said Lot #5, a distance of 10 feet to place of beginning.

~~The parcel of land to which this description applies contains .....~~

~~As was the existing easement right of way over and upon which boundary is coterminous and the~~ ~~same lie outside of the existing right of way~~

~~.....~~

Ltr rec'd. 2-8-1954 P.C.

Section, Highway.

A parcel of land lying in the ~~S E ¼ of~~ Lot 5 Block 6 in the Town of Turner situated in the ~~¼~~ of Section ....., Twp. ....., R. ....., W. M., ... County, Oregon, ~~and being a portion of the following described property:~~

~~That tract of land which was conveyed by that certain deed to .....,~~ recorded in Book ....., Page ..... of ..... ~~County Record of Deeds.~~

The said parcel being described as follows: ~~Beginning at a point in the aforesaid~~ which is the ~~W~~ corner of Lot #5, Block #6 in the Town of Turner, in the County of Marion, State of Oregon, as recorded in the plat and survey of the above named town on file in the County Clerks office of the aforesaid County; the above described lot situated in Township ~~8~~, ~~S~~, R. ~~1~~ W.M.; thence Easterly along the South Line of said Lot #5, a distance of 10 feet; thence Northerly a distance of 11.11 feet to a point on the West Line of said Lot #5 that is 10 feet Northerly from the beginning point; thence Southerly along said West line of said Lot #5, a distance of 10 feet to place of beginning.

FEB 1 1954

The parcel of land to which this description applies contains .....50 sq. ft..... ~~[redacted] which~~ ..... ~~acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and~~ ..... acres lie outside of the existing right of way.

Form E-47—5M

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

STATEMENT OF INFORMATION

R/W File No. .....

Statement of information regarding property from which a parcel is to be acquired by ☒ purchase

☐ lease for use as R/W for sidewalk
(Purpose for which property will be used)

Corner of 3rd & C Streets

Highway Market Road # 27 &28 (3rd. St. from "C" St. to Mill Cr. Bridge)

Section Turner

County Marion

Date February 8, 1954

Subdivision SE¼

Section 29 Twp. 8S Range 2W

City Turner

Addition Original City

Lot 5 Block 6

Near Mile Point

Present Owner Delmer Barber, (Inheritor) Address Box # 132 Turner

Grantor (Previous Owner) G.A.Ostrin & Lee Barber

Deed Dated Dec.31 1945 Deed Recorded Jan. 9 1946 Book 336 Page 197

Assessed Valuation: Land $ Improvements $

Taxes are delinquent for years 19 Taxes paid last 19

Remarks:

The above data obtained from Marion County Records by A.T.Garrow

Description of Property Described in Said Record

Lot Five (5), Block Six (6), in the Town of Turner, in the County of Marion, State of Oregon, as Recorded in the plats and Surveys of the above named town now on file in the County Clerk's office of the aforesaid County. The above described Lot situated in Township Eight (8) South of Range 2 West of the Willamette Meridian.

Form E-20—5M—12-50

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon

ORIGINAL AUTHORIZATION FOR NEGOTIATION

Date Febuary 3, 1954

R/W Serial No. .....

Highway Market Road #27&28 to Mill Cr. Bridge) County Marion

Section Turner (3rd st. from "C" ST. Extreme Limits, Sta. 6+23.0 to Sta. 6+33.0

Name of Owner G. A. Ostrin & Lee Barber (Delmer Barber (inheritor)) Address Turner Oregon.

Agents' Name and Address .....

☒ Purchase, ☐ Lease, ☐ Easement of ..... Acres 50 Sq. Feet

Subdivision SE¼ Section 29 Twp. 8S Range 2 W W. M.

City Turner Addition ..... Block 6 Lot 5

Property to be acquired by ☐ State, ☐ County, ☒ City for the following purpose: R/W for S idewalk due to putting larger radius around corner. A triangular piece of land 10 X10 X14.14' 14.14'

Estimated approximate cost: $ Owner said he would donate same for public good.

Option ..... taken for ..... months. Beginning .....

Property is ☐ undeveloped, ☐ pasture, ☐ cleared, ☐ farm, ☐ suburban, ☒ city, ☐ cultivated.

Width of Right of Way to be taken:

..... of Center Line ..... ft., width ☐ uniform ☐ variable, maximum ..... ft.

..... of Center Line ..... ft., width ☐ uniform ☐ variable, maximum ..... ft.

Submitted by

Recommended for Approval

.....
Division Engineer

.....
Construction Engineer

approved for purchase by City of Turner only

.....
Engineer

APPROVED

.....
State Highway Engineer

Date .....

Salem Map File No. .....

State Printing Dept. 45228

"B" ST.

4

4+33.0

30.12

15'

60'

1.P.

130'

20'

8

50'

7

6

6

3RD ST.

MARKET ROAD #27

N 9° 24' 34" W

N 9° 22' 30" W

5

Tack in Lead

1.P.

G.A. Ostrin & Lee Barber

(Delmer Barber Inheritor)

5

Vol. 336 Page 197

50'

6

30'

6+33.6

15'

15'

14 1/2'

130'

1.P.

20'

Tack in Lead

"C" ST.

MARKET ROAD #41

MARKET ROAD #28

Street Improvement & 1954 State Survey

Monumented Line

City of Turner

15'

20'

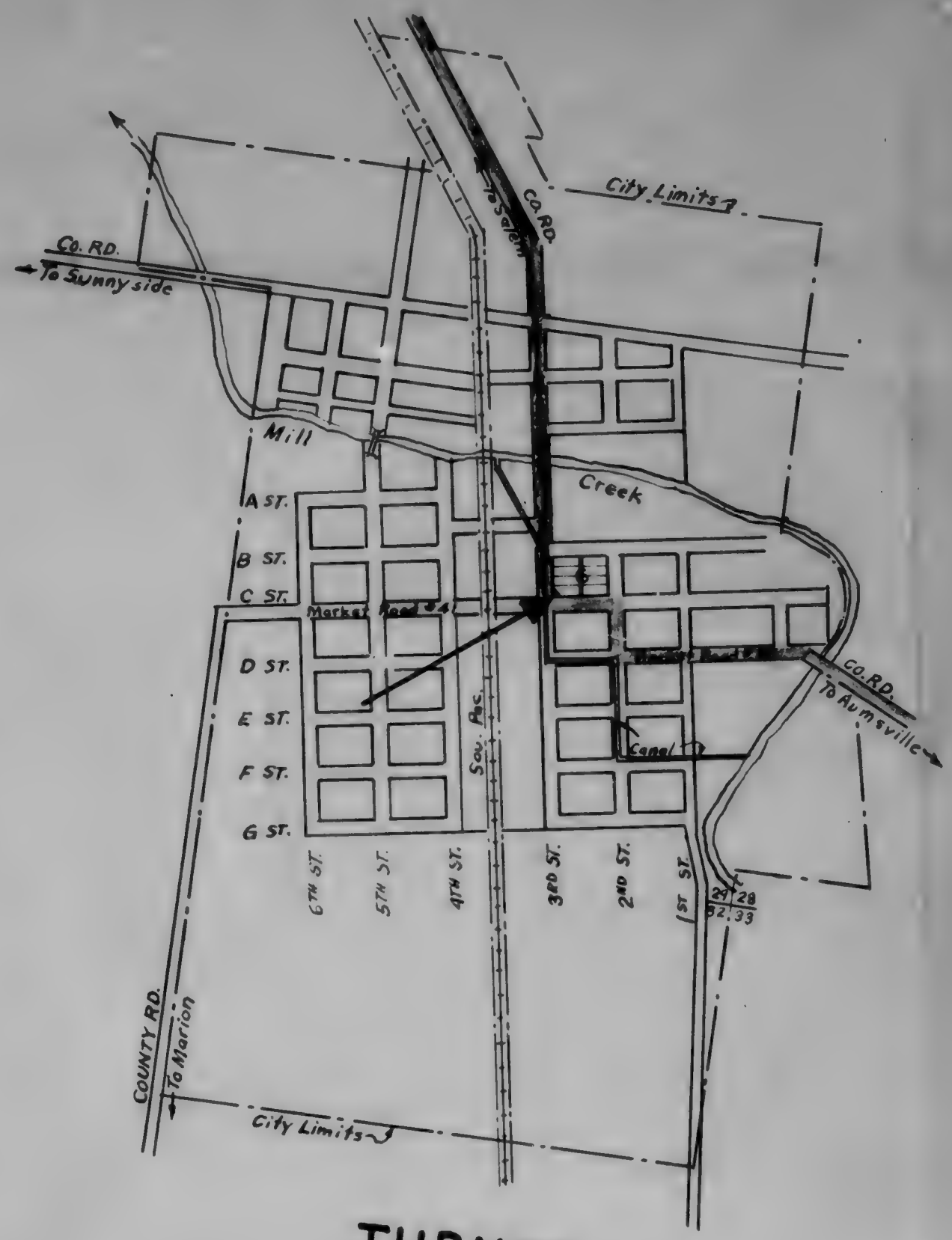
8

7

7

15'

OREGON STATE HIGHWAY DEPARTMENT	
324-1423	Turner (3RD St. from "C" St. to Mill Creek Bridge) Sect.
For	Sidewalk R/W
Highway	3RD & "C" Streets, Turner
County	Marion
Scale 1" = 50'	Date 2-9-53



TURNER

Scale: 1" = 800'

R E S O L U T I O N

3-13-53

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Turner is an incorporated city of the State of Oregon, and has a population of 609, as given by the latest official census, and

WHEREAS, the following streets of said city, from 3rd & C Streets to Mill Creek bridge on 3rd Street definitely in need of repair due to population increase and annual traffic (industrial mills)

Form cc-50
Special City Allotment

R E S O L U T I O N

3-13-53

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

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and

WHEREAS, the City of Turner is an incorporated city of the State of Oregon, and has a population of 609, as given by the latest official census, and

WHEREAS, the following streets of said city, from 3rd & C streets to Mill Creek bridge on 3rd Street definitely in need of repair due to population increase and annual traffic (industrial mills)

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

3rd Street from "C" Street North to the Mill Creek Bridge on "C" Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Turner does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Jas. O. Russell, Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 13th day of March, 1953.

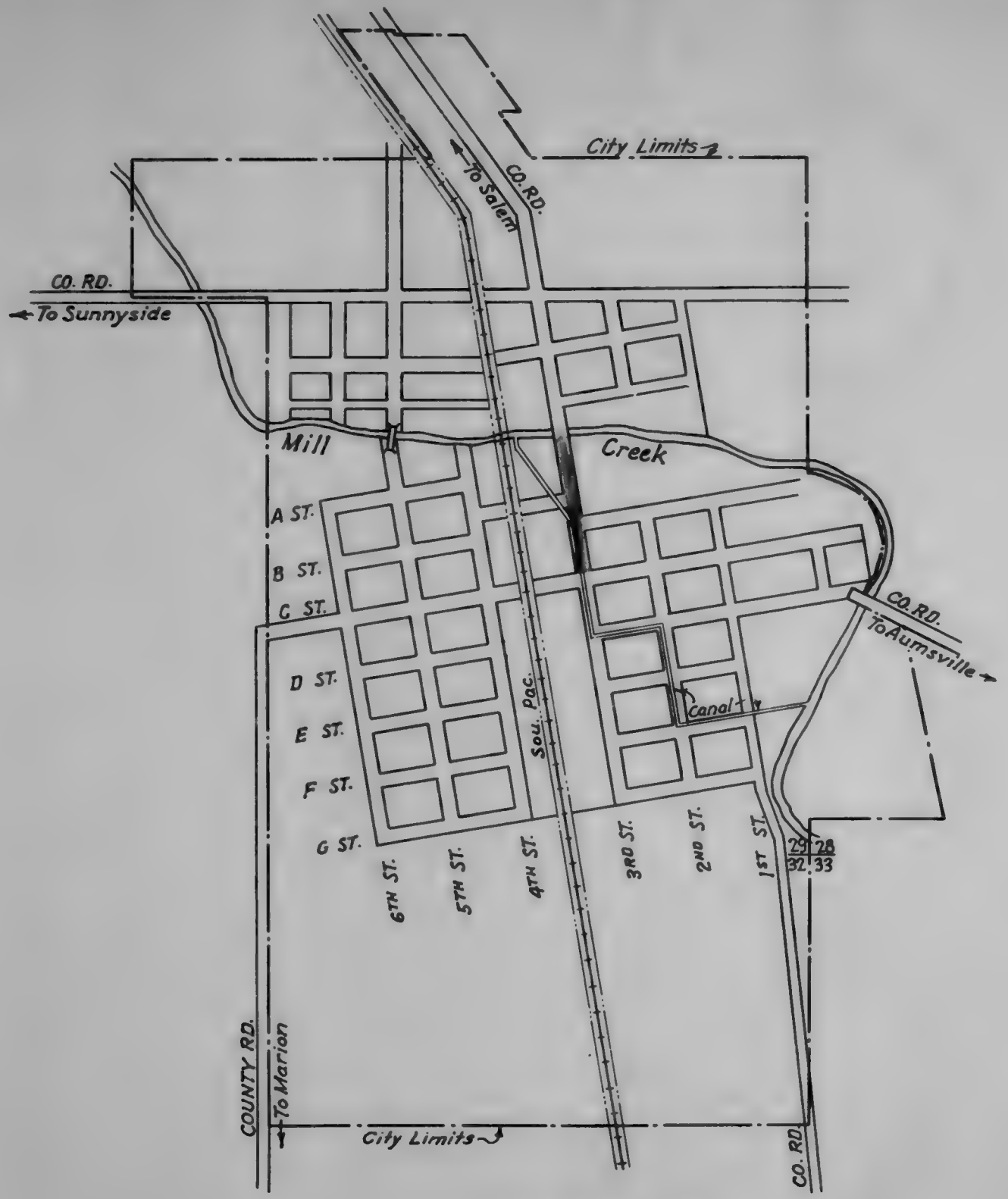
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Turner at a regular or special meeting of said Council, held on the 13th day of March, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of March, 1953.

Jas. O. Russell
City Recorder



TURNER

Scale: 1" = 800'

Rev. 3-16-50

26-1039 N. W. Vaughn St.-W. Burnside 1954
St. Sec. of the Col. R. Hwy.
#4143 (N.W. 13th Ave.) in Portland.

RECEIVED
FOR FILING

26-1657
414

OREGON STATE HIGHWAY DEPARTMENT

(date) January 31, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4113	[illegible]	Cascade Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
436	[illegible]	$ [illegible]	1/31/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Aug. 31, 1954

Time Extensions: to Sept. 17, 1954

Completion Date: Sept. 2, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-17-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 17 1955
Ruth Rawlings

RECEIVED
JAN 5 - 1955
FOR FILING

24-1039
1143

REGISTERED MAIL

January 5, 1955

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4143 for paving on the N. W. Vaughn St.-W. Burnside St. (Portland) Section of the Columbia River Highway in Multnomah County was completed by the contractor, Cascade Construction Co., on September 2 and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $517.70 will be released to the contractor on or after January 15, 1955. The total contract amount is $15,558.20, of which amount $450.43 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hugh Lacey-Insurance
1308 S. W. Alder
Portland, Oregon

NOTED ON CARD
gf

RECEIVED
OCT 18 1954
FOR FILING

24-1677

October 15, 1954

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Cascade Construction Co. on contract No. 4143, for paving on the N.W. Vaughn St.-W. Burnside St. (Portland) Section in Multnomah County. This payment in the amount of $1,977.50 will be released to the contractor on or after October 25, 1954. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hugh Lacey-Insurance
1308 S. W. Alder
Portland, Oregon

NOTED ON CARD
10-15-54 SF

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Cascade Construction Co.
St. of S. L. Abernethy St.
Portland 1, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time, from August 31 to September 17, 1954, within which to complete your contract No. 4143 for paving on the N.E. Vaughn St.- east Burnside St. (Portland) section on the Columbia River Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. O. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

H. G. Smith,
Construction Engineer

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

26-1039

For Week Ending September 11, 1954

Section N.W. Vaughn St.-West Burnside St.

Kind of work Paving

Highway Columbia River(N.W. 18th st)

Section prefix 26-1039

Contractor Cascade Construction Co.

Contract number 4143

Date of contract April 2, 1954

Date of completion August 31, 1954

Date work started August 13, 1954

Estimated date of completion , 19

Amount of contract . . . . . $ 17,460.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering . . . . . $ 17,460.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 1,000, 71 %

Date project was completed Sept. 2, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor finished this project on September 2, 1954.

NOTED
C. H. SMITH

NOTED
B. A. [illegible]

RECEIVED

Signed Lowell A. Johnston

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1.03
Miles partially completed					
Miles completed					1.03
Total estimated quantities					2347
Estimated quantities moved or placed to date					2347
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Showers		
Saturday	"		

STATE PRINTING

RECEIVED
SEP 2 - 1954
FOR FILING

September 1, 1954

Oregon State Highway Commission

Request for extension of time
No. 6
September 23 and 24 Hauling

Gentlemen:

Herewith is a request from the Cascade Construction Company for an extension of time on paving contract No. 4143, on Portland Vaughn Street and West Burnside Street, from August 31, 1954 to September 17, 1954.

Unseasonably wet weather prevented the contractor from starting work as soon as was anticipated and, also, some difficulty was had in obtaining suitable materials for the asphaltic mix.

No additional expense will be incurred, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
MAY 7 1954
FOR FILING

4143

May 6, 1954

Cascade Construction Co.
Ft. of S. W. Abernethy St.
Portland 1, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4143, which was awarded to you April 2 by the State Highway Commission, for paving on the N.W.Vaughn St.-W.Burnside St. (Portland) Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
FOR FILING

April 5, 1954

Cascade Construction Company
Foot of S. W. Abernathy Street
Portland 1, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4143 for paving the N. W. Vaughn Street-West Burnside Street Section of the Columbia River Highway in Portland, Multnomah County. This award was based on your bid of $15,560.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ohr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

26-1615 Toothrock Tunnel Lighting. 1954

Hilau

OREGON STATE HIGHWAY DEPARTMENT

(date)
June 28, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4144	1-final	WALTON-BROWN ELEC. CO	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12982	R-97845	$ 8,282.77	6/25/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: May 28, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
JUN 1 1954
FOR FILING

June 18, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4144 for work performed on the Toothrock Tunnel Section project on the Columbia River Highway in Multnomah County was completed by the contractor, Walton-Brown Electric Co., on May 28, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $8,282.77 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,282.77, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues of demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

NOTED ON CARD
6-18-54
m

RECEIVED
APR 23 1954
FOR FILING

74-1615
4/24-1

April 22, 1954

Walton-Brown Electric Co.
Ford and Simpson Streets
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4144, which was awarded to you April 2, 1954 by the State Highway Commission, covering Toothrock Tunnel lighting on the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

4144

April 5, 1954

Walton-Brown Electric Company
4240 Simpson
Salem, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4144 for construction of the Toothrock Tunnel Lighting Project in Multnomah County. This award was based on your bid of $8,199.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
G. S. Paxson

30-2051 Emigrant Hill Fencing Proj. on 1964
the Old Oregon Trail.
Ellis

R.H. Ballock

March 14th, 1955

FINAL COST ANALYSIS
Fencing
C. R. O'Neil, Contractor
J. H. Walker, Resident Engineer

Emigrant Hill Section
Contract #4145

Old Oregon Trail Highway
Prefix 30-2051

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Barbed Wire Stock Fence	9,701	Rod	$2.78	$2.62	$25,381.67	$26,968.78
*PA #1, Purchase Excess Fencing Mat'l.	100%	All	1,518.19		1,518.19	1,518.19
					$26,899.86	$28,486.97

Gross Revenue	$28,486.97
Total Cost	26,899.86
Net Profit	$ 1,587.11

Net Profit Equals 5.57% of Gross Revenue

* The purchase of excess fencing material which remained at the completion of the project.

NOTED
State Highway Engineer

Detail of Cost

Prime Contractor

Labor:

Labor		$ 15.75	
			$ 15.75

Materials:

Metal Line Posts	11,000 Each at	$0.7569	$8,325.90
Metal Angle End Posts	100 "	" 4.31	431.00
Metal Angle Corner Posts	207 "	" 6.18	1,279.26
" " "	82 "	" 6.33	519.06
Barbed Wire	550 Spools at	7.65	4,207.50
Wire Stays	23,000 Each at	0.05064	1,164.72
			15,927.44

Equipment Rental & Misc. Supplies:

Equipment Rental	$ 14.00	
Freight	120.52	
Bond	213.65	
		348.17

Subcontractor

Labor & Misc. Supplies:

Labor & Misc. Supplies Subcontracted for $350.00 per Mile of Fence

$$\frac{9{,}701 \text{ Rods of Fence}}{320 \text{ Rods}} = 30.31 \text{ Miles}$$

30.31 x $350.00 = 10,608.50

Total Cost $26,899.86

Remarks:

This was a "State Project" for the construction of 9,701.0 rods of right of way fence on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County. The contract was bid and awarded April 2nd, 1954. Work started April 21st, and was completed August 31st.

The contractor subcontracted the building of the fence for $350.00 per mile which included furnishing of concrete, labor and miscellaneous items, with the contractor furnishing all posts and wire needed.

The subcontractor moved in his men and equipment and started setting brace, corner and line posts April 21st, using 1 flatbed truck and concrete mixer. Very good progress was made in the low lands, but in the upper or high sections progress was very slow due to solid rock which had to be drilled by jackhammer before posts were driven. The 9,701.0 rods of fence was completed August 26th, for a total of 90 working days and an average of 108 rods per day.

With low cost of fencing material and subcontract, the contractor realized a fair profit.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
1145	6-Final	C. R. O'Neil		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)		(DATE)
25639	B-110829	$ 2,462.08		12/17/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: Aug. 31, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC 3 - 1954
FOR FILING

30 - 1051

December 2, 1954

REGISTERED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4145 covering the Emigrant Hill Fencing Project on the Old Oregon Trail in Umatilla County was completed by the contractor, C. B. O'Neil, on August 31 and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $2,462.08 will be released to the contractor on or after December 13, 1954. The total contract amount is $28,486.97 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
12-2-54

RECEIVED
SEP 23 1954
FOR FILING

September 22, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to C. R. O'Neil a portion of the funds heretofore retained by the Commission on contract No. 4145, covering the Emigrant Hill Fencing Project on the Old Oregon Trail in Umatilla County.

This payment, in the amount of $1,908.39, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $804.89. The present payment will be released on or after October 2, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
1-22-54

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 27, 19 54

Section Emigrant Hill

Highway Old Oregon Trail

Contractor C.R.O'Neil

Date of contract April 2, 19 54

Date work started April 21, 19 54

Amount of contract . . . . . $ 30,580.00

Kind of work Fencing

Section prefix 30-2061

Contract number 4145

Date of completion August 31, 19 54

Estimated date of completion August 26, 19 54

Per cent of time elapsed 97 %

Estimated cost of completed project, exclusive of engineering $30,580.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 2,400.00, 98 % Date project was completed August 26, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed this week and the Subcontractor has moved out. Field party worked 2 days this week remeasuring and compiling data for Semi-Final estimate.

NOTED
OSCAR 1

MAILED
B. A MARTIN

RECEIVED
1954

Signed [signature]

Address Prineville Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	FENCING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	14.52				
Miles partially completed					
Miles completed	14.52 (on both sides)				
Total estimated quantities	11,000 Rods				
Estimated quantities moved or placed to date	9500 Rods				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

1 Truck and 1 Pick up

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

STATE PRINTING

RECEIVED
MAY 7 1954
FOR FILING

31 - 2 - 7
4145

May 4, 1954

Mr. C. R. O'Neil
856 N. W. 8th Street
Pendleton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4145, which was awarded to you April 2, 1954 by the State Highway Commission, covering the Emigrant Hill Fencing Project on the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

Recorded 5/4/54

RECEIVED
FOR FILING

[illegible]
4/14

April 5, 1954

Mr. C. R. O'Neil
Route 1, Box 136A
Pendleton, Oregon

Dear Mr. O'Neil:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4145 for construction of the Emigrant Hill Fencing Project on the Old Oregon Trail in Umatilla County. This award was based on your bid of $30,580.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

RECEIVED
FOR FILING
30-2051
4145

OREGON STATE HIGHWAY DEPARTMENT

NOTED
W. C. WILLIAMS

...concerning fencing

...there has been com-
...petition to place a more
...areas on the county roads
...and at areas where the
...situation has been
...these areas until
...such arrangements
...possible. I have also
...that the conditions
...project can be
...which we may be

...yours,

...

...

NOTED
FOREST COOPER

BRI-62(4) Mission Jct. Grade Separation 1954

#1146

OREGON STATE HIGHWAY DEPARTMENT
(date)
Mar 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1146	8-Final	R. V. Jones	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10516	B-123599	$ 5,182.13	5/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: **Dec. 31, 1954**

Time Extensions: **to April 30, 1955 without penalty**

Completion Date: **April 1, 1955**

Date Accepted: **April 13, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **6-1-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: 6/1/55
Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 23 1955
FOR FILING

BFI-62(4)
4111

May 20, 1955

REGISTERED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4146 covering Mission Junction Grade Separation on the Old Oregon Trail in Umatilla County was completed by the contractor, R. H. Jones, on April 1 and was formally accepted by the Highway Commission on April 13,1955.

Final payment in the amount of $5,482.43 will be released to the contractor on or after May 31, 1955. The total contract amount is $61,348.54 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

..ED ON CARD

RECEIVED
MAR 9 1955
COMMISSIONERS
FOR FILING

BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

BT-I-2(4)
4146

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 8, 1955

Mr. T. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

The State Highway Commission at its meeting held on March 2 had under discussion your request for an extension of time, from December 31, 1954 to April 30, 1955, within which to complete your contract No. 4146 covering Mission Junction Grade Separation on the Old Oregon Trail in Umatilla County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parsons,
Division Engineer

Lyle A. Peterson,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 7 1955
FOR FILING

February 4, 1955

Request for extension of time
No. 5
March 2 and 3 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Mission Junction Grade Separation
Contract No. 4146

H. H. Jones, contractor for the Mission Junction Grade Separation structure on the Old Oregon Trail Highway in Umatilla County, has requested an extension of time from December 31, 1954, to April 30, 1955, in which to complete the contract.

The contractor was delayed approximately five months in starting this contract due to failure of the grading contractor to complete the approach embankments.

As this delay was not the responsibility of the contractor, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dm
Attached

RECEIVED
MAY 17 1954
FOR FILING

M-1.(1)
4146

May 14, 1954

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4146, which was awarded to you April 2 by the State Highway Commission, for construction of Mission Junction Grade Separation on the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
FOR FILING

EFI-62(4)

4146

April 5, 1954

Mr. R. H. Jones
Route 1, Box 458
Hillsboro, Oregon

Dear Mr. Jones:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4146 for construction of the Mission Junction Grade Separation in Umatilla County. This award was based on your bid of $63,660.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
G. S. Paxson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
BFI-62(4)
4146

406 STATE HIGHWAY BLDG.
SALEM, OREGON

April 2, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4146 for Project BFI-62(4), Mission Junction Grade Separation Structure on the Emigrant Hill Section of the Old Oregon Trail Highway, to R. H. Jones of Hillsboro, Oregon, low bidder in the amount of $63,660.00 at the April 2, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 6 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI (2-W)
4/1/54
(2-11.2(1))

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-62(4), Mission Junction Grade Separation Structure on the Emigrant Hill Section of the Old Oregon Trail Highway, subject to such changes as may be required after a complete check of the plans.

This is to authorize your advertising for bids.

Very truly yours,

D. G. Polk

D. G. POLK
District Engineer

RECEIVED
MAR 26 1954
OREGON
STATE HIGHWAY COMMISSION

132-1017 Sheep Cr.Hill Sec. of the Little Sheep Cr. Hwy. 1954

#4147

RECEIVED
SEP 13 1955
FOR FILING

August 31st, 1955

FINAL COST ANALYSIS

Sheep Creek Hill Section — Paving — Little Sheep Creek Highway
Contract #4147 — N. A. Toole Construction Co., Contractor — Prefix 132-1017
Clair E. Hall, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
2½"-0" Rock in Base	16,371	Cu. Yd.	$ 1.85	$ 1.82	$29,757.20	$30,286.35
3/4"-0" Rock in Base	2,900	" "	2.25	2.02	5,849.60	6,525.00
*Sprinkling	554.8	M/Gal.	2.50	1.92	1,067.76	1,387.00
*3/4"-0" Rock in Binder Course	295	Cu. Yd.	3.75	3.56	1,051.42	1,106.25
*MC-2 Asphalt in Binder Course	38.26	Ton	51.00	43.01	1,645.68	1,951.26
*Class "B" Asphaltic Concrete	6,299.12	"	7.50	7.50	47,278.15	47,243.40
					$86,649.81	$88,499.26

	Gross Revenue	Total Cost	Profit	% Profit
N. A. Toole Construction Co.	$45,082.13	$44,625.18	$ 456.95	1.0%
*Russell Olson Const. Co.	43,417.14	42,024.63	1,392.51	3.2%
	$88,499.27	$86,649.81	$1,849.46	2.1%

NOTED
State Highway Engineer

Detail of Cost
N. A. Toole

Labor:			
Labor & Supervision		$10,887.14	
Labor Insurance		653.22	
			$11,540.36
Materials:			
¼"-0" Delivered at Paving Plant	779 Cu. Yd. at $3.00	$ 2,337.00	
			2,337.00
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$10,761.84	
" " , Hired		10,440.44	
Gas, Oil & Grease		3,269.78	
P.L. & P.D. Insurance		171.11	
P.U.C.		124.02	
Explosives		3,616.81	
Bond		663.74	
Small Tools & Misc. Supplies		250.00	
Freight & Cartage		844.83	
Home Office & General Overhead		605.25	
			30,747.82
			$44,625.18

Detail of Cost
Russell Olsen

Labor:				
Labor & Supervision			$12,395.31	
Labor Insurance			743.72	
				$13,139.03
Materials:				
MC-2 Asphalt	38.26 Ton	at $25.25	$ 966.07	
85/100 Asphalt	386.95 "	" 22.50	8,706.37	
Fuel Oil	12,119 Gal.	" .055	666.55	
Freight on Asphalt			5,570.25	
				15,909.24
Equipment Rental & Misc. Supplies:				
Equipment Rental, Owned			$ 1,889.94	
" " , Hired			8,468.30	
Gas, Oil & Grease			1,955.87	
Small Tools & Misc. Supplies			243.25	
Home Office & General Overhead			419.00	
				12,976.36
Total Cost				$42,024.63

Breakdown of Crushing Cost

Item	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	24,605.29	Cu. Yd.	$ 3,309.92	$0.1345
Drill & Shoot	"	" "	6,473.80	0.2631
Feed Crusher	"	" "	6,914.60	0.2810
Crushing	"	" "	14,118.06	0.5738
				$1.2524

Breakdown of Crushing Cost

Item	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	24,605.29	Cu. Yd.	$ 3,309.92	$0.1345
Drill & Shoot	"	" "	6,473.80	0.2631
Feed Crusher	"	" "	6,914.60	0.2810
Crushing	"	" "	14,118.06	0.5738
				$1.2524

Remarks:

This was a "State Project" calling for construction of 3.17 miles of rock base and shoulders and 3.17 miles of Class "B" asphaltic concrete pavement. The project was bid and awarded April 2nd, 1954. Work started April 22nd and was completed August 10th, 1954.

The contractor moved in four men April 22nd and started stripping and drilling in the quarry designated by the State located on the northerly side of the highway at Station 310+00. The crushing plant was moved in and set up and started crushing May 19th. From this quarry approximately 25,000 cu. yds. of crushed material was obtained to be used in construction of this project. Equipment used in this operation consisted of one TD-18 tractor and dozer, one TD-14 tractor and dozer and one semi-portable crushing and screening plant. The 2½"-0" crushed rock was hauled direct from crusher to the road by three 5-yard dump trucks.

The contractor subcontracted Items 3, 4, 5 and 6 to the Russell Olson Construction Co. at the bid price minus the cost of the aggregates. On the asphaltic concrete the prime contractor furnished the aggregate for $1.25 per ton. The subcontractor rented the asphalt paving plant which was already set up at the quarry from a previous contract for $0.90 per ton. The 6,299.12 tons of asphaltic concrete was produced in 112 hours for an average of 56 tons per hour. This item shows no profit due to the low production and the high price paid for rental of the mixing plant, and that the contractor had to purchase 779 cu. yds. of ¼"-0" for the asphaltic mix at a cost of $3.00 per cu. yd. delivered at the plant.

The contractor though showing no profit on the asphaltic concrete was able to show a small profit on the aggregates.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
OCT 28 1954
FOR FILING

132-1017
4147

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 20, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4147	5-final	N. A. TOOLE CONSTR. CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21663	R-106523	$ 2,654.98	10/20/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: Aug. 10, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-21-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
10-21 54

RECEIVED
OCT 5 - 1954
FOR FILING

October 4, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4147 for paving on the Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County was completed by the contractor, N.A. Toole Construction Co., on August 10 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $2,654.98 will be released to the contractor on or after October 14, 1954. The total contract amount is $88,499.26 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-4-54

RECEIVED
OCT 5 - 1954
FOR FILING

13 - 447
4147

October 4, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4147 for paving on the Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County was completed by the contractor, N.A. Toole Construction Co., on August 10 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $2,654.98 will be released to the contractor on or after October 14, 1954. The total contract amount is $88,499.26 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-4-54

RECEIVED
AUG 30 1954
FOR FILING

August 27, 1954

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to the W. A. Toole Construction Company on contract No. 4147, covering paving on the Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County.

This payment, in the amount of $7,635.13 will be released to contractor on or after September 7, 1954. The retained percentage is $2,654.98.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD

Form R-1—1052

132-1017

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 13, 1954

Section Sheep Creek Hill

Highway Little Sheep Creek Secondary

Contractor N.A. Toole Const. Co.

Date of contract April 2, 1954

Date work started April 22, 1954

Amount of contract . . . . . $ 89,423.50

Kind of work Paving

Section prefix 132-1017

Contract number 4147

Date of completion August 31, 1954

Estimated date of completion Aug. 10, 1954

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 88,995.49

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 7,000.00, 98 %

Date project was completed August 10, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

3/4"-0 Rock on Shoulders in place August 10.

Contractor moving equiptment off of the pit and should be moved by Wednesday August 18.

FINAL REPORT.

RECEIVED

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed Clair E. Hall

Address Enterprise

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.2			3.17
Miles partially completed					
Miles completed		2.2			3.17
Total estimated quantities		19,400			6,400 Tons
Estimated quantities moved or placed to date		19,566			6,299 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					2

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., Trucks — 4 ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		Contract Completed
Wednesday			
Thursday			
Friday			
Saturday	Fair		

State Printing

RECEIVED
JUL 16 1954
FOR FILING

FORM E-20 REM 8-51

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 1, 1954

SUBJECT:

W. C. WILLIAMS

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Attention: E. A. Piper

Dear Sir:

Reference is made to your letter of July 2 regarding Bases P.I. on Elk Creek Hill job, Laboratory Reports Nos. 39956 and 39957.

Mr. Milne has indicated on his Laboratory report that a check was made before Laboratory report No. 39956 was sent in. That the sample was sent to substantiate the above. Laboratory report No. 39957 on the dirt test on new spot and it is right on border line but passed test. I am having Mr. Milne get another sample to show that rock used on other than reports showed.

By copy of this letter I am requesting Mr. Hall to maintain such action in the future on the data sheet to forestall any questions coming up.

Very truly yours,

A. F. Peterson
Division Engineer

AFP:cb
cc - C. E. Hall
W. P. Milne

RECEIVED
JUL 19 1954

RECEIVED
FOR FILING

FORM E-30X 57½ 3-54 79750

4147

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1954

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Lab. Report No. 340296 on the Sheep Creek Hill Contract No. 4147 indicates an excessive P.I. and a deficiency in material passing ¼-inch. Also Lab. Report No. 340295 indicates a deficiency in material passing ¼-inch.

Will you please have the immediate steps taken to correct this matter.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
Clair E. Hall

Form E-01—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTED
W. C. WILLIAMS

Project: Sheep Cr. Hill Sec.
Highway: Little Sheep Creek
Contractor: N. A. Toole Const. Co.
Submitted by: C. E. Hall
Contract No. 4147
Prefix No. 132-1017
County: Wallowa
F. A. Project No.
Date reported: July 9, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Station 315, (M.P. 6.0 Little Sheep Cr. Sec. Hwy.) Sampled at: Plant
To be used: Base Surfacing
Sampled by: Don Braseau
Date received: July 7, 1954
Quantity represented

TEST RESULTS

Laboratory No. 340296
Data Sheet No. A-28121
Type of material: Crushed Rock 2½"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	23.0	23.0	
1	32.3	55.3	
3/4	9.3	64.6	
1/2	11.1	75.7	
1/4	10.5	86.2	
10	7.2	93.4	
40	3.9	97.3	
Pass	2.7	2.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	24	%
Manufactured fines		%
Liquid limit: Natural fines	48	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ~~is not~~ suitable for use. Deficient in material passing ¼". Excess P.I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
x Resident Engineer Parson
x Dist. Maint. Supt. Hall
Foreman
Files
x
x N. C. Williams

Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTED
W. C. WILLIAMS

Project Sheep Cr. Hill Sec.
Highway Little Sheep Creek
Contractor N. A. Toole Const. Co.
Submitted by C. E. Hall

Contract No. 4147

Prefix No. 132-1017
County Wallowa
F. A. Project No.
Date reported July 9, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Station 315, (M.P. 6.0 Little Sheep Cr. Sec. Hwy.) Sampled at Plant
To be used Base Surfacing
Sampled by Pete Heridoth
Date received July 7, 1954
Quantity represented 750 c.y.

TEST RESULTS

Laboratory No. 340295
Data Sheet No. A-28120

Type of material Crushed Rock 2½"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	15.1	15.1	
1	26.6	41.7	
3/4	11.8	53.5	
1/2	14.4	67.9	
1/4	16.3	84.2	
10	8.9	93.1	
40	3.8	96.9	
Pass	3.1	3.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	9 %
Manufactured fines	%
Liquid limit: Natural fines	34 %
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.
Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
x Resident Engineer Hall
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 72213

FORM E-20X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2nd, 1954

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

NOTES
W. C. WILLIAMS

Dear Sir:

It is noted that Laboratory Reports Nos. 339656 and 339657 on the Sheep Creek Hill contract indicate an excess amount of P.I. in the 2½" - 0" rock.

Will you please take immediate steps to have this corrected.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams
Clair Hall

Form S-61--3M--1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Sheep Cr. Hill Section
Highway: Little Sheep Creek
Contractor: H. A. Toole Const. Co.
Submitted by: Clair E. Hall
Contract No. 4147
Prefix No. 132-1017
County: Wallowa
F. A. Project No.
Date reported: June 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Station 315, M. P. 5.83, Little Sheep Creek Sec. Hwy.
Sampled at: Plant
To be used: Base Surfacing
Sampled by: Gene Walker
Date received: June 29, 1954
Quantity represented

TEST RESULTS

Laboratory No. 339656
Data Sheet No. A-28117
Type of material: Crushed Rock 2½-0
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	8.0	8.0	
1½	5.4	13.4	
1	20.3	33.7	
3/4	9.3	43.0	
1/2	10.6	53.6	
1/4	14.2	67.8	
10	14.8	82.6	
40	10.3	92.9	
Pass	7.1	7.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	15	%
Manufactured fines		%
Liquid limit: Natural fines	37	%
Manufactured fines		%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P. I.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Pearson
- x Resident Engineer Hall
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

Form S-61—3054—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Sheep Cr. Hill Sec.
Highway: Little Sheep Creek
Contractor: N. A. Toole Const. Co.
Submitted by: Clair E. Hall
Contract No. 4147
Prefix No. 132-1017
County: Wallowa
F. A. Project No.
Date reported: June 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Station 315, M. P. 5.83, Little Sheep Creek Sec. Hwy.
Sampled at: Plant
To be used: Base Surfacing
Sampled by: Gene Walker
Date received: June 29, 1954
Quantity represented

TEST RESULTS

Laboratory No. 339657
Data Sheet No. A-28118
Type of material: Crushed rock 2"-0
Screen opening: To ¼": ..... Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	2.3	2.3	
1½	6.4	8.7	
1	14.0	22.7	
3/4	11.6	34.3	
1/2	16.9	51.2	
1/4	21.8	73.0	
10	15.4	88.4	
40	6.7	95.1	
Pass	4.9	4.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	12	%
Manufactured fines		%
Liquid limit: Natural fines	33	%
Manufactured fines		%

NOTE
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Harpon
x Resident Engineer Hall
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 72213

FORM E-30X 57½ 9-56 78730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1954

12-1A10
4147

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

It is noted that Laboratory Report No. 338296 on the Little Sheep Creek Hill Contract No. 4147 shows an excessive P.I.

Will you please take the necessary steps to have this matter corrected immediately.

Very truly yours,

H. C. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
Clair E. Hall

RECEIVED
MAY 17 1954
FOR FILING

4147

May 14, 1954

N. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4147, which was awarded to you April 2 by the State Highway Commission, for paving on the Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
APR 5 1954
FOR FILING

132 - 1017
4147

April 5, 1954

N. A. Toole Construction Co.
1211 S. W. 3rd Ave.
Ontario, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4147 for paving on the Sheep Creek Hill section of the Little Sheep Creek Highway in Wallowa County. This award was based on your bid of $88,923.50, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
H.A.C. R.G. Savage

RECEIVED
SEP 13 1955
FOR FILING

August 31st, 1955

FINAL COST ANALYSIS

Sheep Creek Hill Section — Paving — Little Sheep Creek Highway
Contract #4147 — N. A. Toole Construction Co., Contractor — Prefix 132-1017
Clair E. Hall, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
2½"-0" Rock in Base	16,371	Cu. Yd.	$ 1.85	$ 1.82	$29,757.20	$30,286.35
3/4"-0" Rock in Base	2,900	" "	2.25	2.02	5,849.60	6,525.00
*Sprinkling	554.8	M/Gal.	2.50	1.92	1,067.76	1,387.00
*3/4"-0" Rock in Binder Course	295	Cu. Yd.	3.75	3.56	1,051.42	1,106.25
*MC-2 Asphalt in Binder Course	38.26	Ton	51.00	43.01	1,645.68	1,951.26
*Class "B" Asphaltic Concrete	6,299.12	"	7.50	7.50	47,278.15	47,243.40
					$86,649.81	$88,499.26

	Gross Revenue	Total Cost	Profit	% Profit
N. A. Toole Construction Co.	$45,082.13	$44,625.18	$ 456.95	1.0%
*Russell Olson Const. Co.	43,417.14	42,024.63	1,392.51	3.2%
	$88,499.27	$86,649.81	$1,849.46	2.1%

NOTED
State Highway Engineer

Detail of Cost
N. A. Toole

Labor:			
Labor & Supervision		$10,887.14	
Labor Insurance		653.22	
			$11,540.36
Materials:			
¼"-0" Delivered at Paving Plant	779 Cu. Yd. at $3.00	$ 2,337.00	
			2,337.00
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$10,761.84	
" " , Hired		10,440.44	
Gas, Oil & Grease		3,269.78	
P.L. & P.D. Insurance		171.11	
P.U.C.		124.02	
Explosives		3,616.81	
Bond		663.74	
Small Tools & Misc. Supplies		250.00	
Freight & Cartage		844.83	
Home Office & General Overhead		605.25	
			30,747.82
			$44,625.18

Detail of Cost
Russell Olson

Labor:				
Labor & Supervision			$12,395.31	
Labor Insurance			743.72	
				$13,139.03
Materials:				
MC-2 Asphalt	38.26 Ton	at $25.25	$ 966.07	
85/100 Asphalt	386.95 "	" 22.50	8,706.37	
Fuel Oil	12,119 Gal.	" .055	666.55	
Freight on Asphalt			5,570.25	
				15,909.24
Equipment Rental & Misc. Supplies:				
Equipment Rental, Owned			$ 1,889.94	
" " , Hired			8,468.30	
Gas, Oil & Grease			1,955.87	
Small Tools & Misc. Supplies			243.25	
Home Office & General Overhead			419.00	
				12,976.36
T o t a l C o s t				$42,024.63

Breakdown of Crushing Cost

Item	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	24,605.29	Cu. Yd.	$ 3,309.92	$0.1345
Drill & Shoot	"	" "	6,473.80	0.2631
Feed Crusher	"	" "	6,914.60	0.2810
Crushing	"	" "	14,118.06	0.5738
				$1.2524

Remarks:

This was a "State Project" calling for construction of 3.17 miles of rock base and shoulders and 3.17 miles of Class "B" asphaltic concrete pavement. The project was bid and awarded April 2nd, 1954. Work started April 22nd and was completed August 10th, 1954.

The contractor moved in four men April 22nd and started stripping and drilling in the quarry designated by the State located on the northerly side of the highway at Station 310+00. The crushing plant was moved in and set up and started crushing May 19th. From this quarry approximately 25,000 cu. yds. of crushed material was obtained to be used in construction of this project. Equipment used in this operation consisted of one TD-18 tractor and dozer, one TD-14 tractor and dozer and one semi-portable crushing and screening plant. The 2½"-0" crushed rock was hauled direct from crusher to the road by three 5-yard dump trucks.

The contractor subcontracted Items 3, 4, 5 and 6 to the Russell Olson Construction Co. at the bid price minus the cost of the aggregates. On the asphaltic concrete the prime contractor furnished the aggregate for $1.25 per ton. The subcontractor rented the asphalt paving plant which was already set up at the quarry from a previous contract for $0.90 per ton. The 6,299.12 tons of asphaltic concrete was produced in 112 hours for an average of 56 tons per hour. This item shows no profit due to the low production and the high price paid for rental of the mixing plant, and that the contractor had to purchase 779 cu. yds. of ¼"-0" for the asphaltic mix at a cost of $3.00 per cu. yd. delivered at the plant.

The contractor though showing no profit on the asphaltic concrete was able to show a small profit on the aggregates.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
OCT 28 1954
FOR FILING

132-1017
4147

OREGON STATE HIGHWAY DEPARTMENT

(date) Oct. 20, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4147	5-final	N. A. TOOLE CONSTR. CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21663	R-106523	$ 2,654.98	10/20/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: Aug. 10, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-21-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
10-21 54

Warrant Mailed:

RECEIVED
OCT 5 - 1954
FOR FILING

October 4, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4147 for paving on the Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County was completed by the contractor, N.A. Toole Construction Co., on August 10 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $2,654.98 will be released to the contractor on or after October 14, 1954. The total contract amount is $88,499.26 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-4-54

RECEIVED
AUG 30 1954
FOR FILING

122-17
4147

August 27, 1954

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to the W. A. Toole Construction Company on contract No. 4147, covering paving on the Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway in Wallowa County.

This payment, in the amount of $7,635.13 will be released to contractor on or after September 7, 1954. The retained percentage is $2,654.98.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD

Form E-1—10M

132-1017

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 13, 19 54

Section Sheep Creek Hill

Highway Little Sheep Creek Secondary

Contractor N.A. Toole Const. Co.

Date of contract April 2, 19 54

Date work started April 22, 19 54

Amount of contract . . . . . $ 89,423.50

Kind of work Paving

Section prefix 132-1017

Contract number 4147

Date of completion August 31, 19 54

Estimated date of completion Aug. 10, 19 54

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 88,995.49

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 7,000.00, 98 %

Date project was completed August 10, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

3/4"-0 Rock on Shoulders in place August 10.

Contractor moving equiptment out of the pit and should be moved by Wednesday August 18.

FINAL REPORT.

RECEIVED
AUG 16 1954
DIVISION 10

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed Clair E. Hall

Address Enterprise

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.2			3.17
Miles partially completed					
Miles completed		2.2			3.17
Total estimated quantities		19,400			6,400 Tons
Estimated quantities moved or placed to date		19,566			6,299 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					2

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., Trucks — 4 ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		Contract Completed
Wednesday			
Thursday			
Friday			
Saturday	Fair		

State Printing

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FORM E-20 REV. 8-51
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1197

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Le Grande, Oregon
July 12, 1954
SUBJECT:

NOT.
W. C. WILLIAM.

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Attention: E. A. Piper

Dear Sir:

Reference is made to your letter of July 2 regarding excess P.I. on Shee, Creek Mill Jct., Laboratory Reports Nos. 39650 and 39697.

Mr. Milne has indicated this morning that a change will be before Laboratory report No. 39650 is sent in. That the Contractor intends to submit the change. Laboratory Report No. 39697 has the initials of the Contractor now shot and it is right on Control Line but [illegible] test. I am having Mr. Milne get another sample to show that recent tests are better than reports showed.

By copy of this letter I am requesting Mr. Bell to explain such action in the future on the data sheet to forestall any questions coming up.

Very truly yours,

A. F. Larson
Division Engineer

AFL:gb
cc - C. E. Bell
W. P. Milne

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JUL 16 1954

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FORM E-20X 37½ 3-54 78790

6-164
4147

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1954

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Lab. Report No. 340296 on the Sheep Creek Hill Contract No. 4147 indicates an excessive P.I. and a deficiency in material passing ¾-inch. Also Lab. Report No. 340295 indicates a deficiency in material passing ¼-inch.

Will you please have the immediate steps taken to correct this matter.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
Clair E. Hall

Form E-61—2000—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTED
W. C. WILLIAMS

Project: Sheep Cr. Hill Sec.
Highway: Little Sheep Creek
Contractor: N. A. Toole Const. Co.
Submitted by: C. E. Hall
Contract No. 4147
Prefix No. 132-1017
County: Malheur
F. A. Project No.
Date reported: July 9, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Station 315, (M.P. 6.0 Little Sheep Cr. Sec. Hwy.) Sampled at: Plant
Date received: July 7, 1954
To be used: Base Surfacing
Sampled by: Don Braseen
Quantity represented

TEST RESULTS

Laboratory No. 340296
Data Sheet No. A-28121

Type of material: Crushed Rock 2½"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	23.0	23.0	
1	32.3	55.3	
3/4	9.3	64.6	
1/2	11.1	75.7	
1/4	10.5	86.2	
10	7.2	93.4	
40	3.9	97.3	
Pan	2.7	2.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	24	%
Manufactured fines		%
Liquid limit: Natural fines	48	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ~~is not~~ suitable for use. Deficient in material passing ¼". Excess P.I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
X Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
X Resident Engineer Parson
X Dist. Maint. Supt. Hall
Foreman
Files
X
X W. C. Williams

Engineer of Materials

State Printing 72213

mfl E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

NOTED
W. C. WILLIAMS

LABORATORY REPORT

Project: Sheep Cr. Mill Sec.
Highway: Little Sheep Creek
Contractor: N. A. Toole Const. Co.
Submitted by: C. E. Hall
Contract No. 4147
Prefix No. 132-1017
County: Wallowa
F. A. Project No.
Date reported: July 9, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Station 315, (M.P. 6.0 Little Sheep Cr. Sec. Hwy.) Sampled at: Plant
Date received: July 7, 1954
To be used: Base Surfacing
Quantity represented: 750 c.y.
Sampled by: Pete Heridoth

TEST RESULTS

Laboratory No. 340295
Data Sheet No. A-28120

Type of material: Crushed Rock 2½"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	15.1	15.1	
1	26.6	41.7	
3/4	11.8	53.5	
1/2	14.4	67.9	
1/4	16.3	84.2	
10	8.9	93.1	
40	3.8	96.9	
Pass	3.1	3.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	9 %
Manufactured fines	%
Liquid limit: Natural fines	34 %
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.
Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
x Resident Engineer Hall
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 72213

FORM E-20X 37½ 3-54 73730

4 / 1 / 7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2nd, 1954

SUBJECT:

To: Mr. A. F. Parsons
Division Engineer
State Highway Department
LaGrande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

It is noted that Laboratory Reports Nos. 339656 and 339657 on the Sheep Creek Hill contract indicate an excess amount of P.I. in the 2½" - 0" rock.

Will you please take immediate steps to have this corrected.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams
Clair Hall

Form [illegible]—2000—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Sheep Cr. Hill Section
Highway: Little Sheep Creek
Contractor: N. A. Toole Const. Co.
Submitted by: Clair E. Hall

Contract No. 4147

Prefix No. 132-1017
County: Wallowa
F. A. Project No.
Date reported: June 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Station 315, M. P. 5.83, Little Sheep Creek Sec. Hwy.
Sampled at: Plant

To be used: Base Surfacing
Sampled by: Gene Walker

Date received: June 29, 1954
Quantity represented

TEST RESULTS

Laboratory No. 339656
Data Sheet No. A-28117

Type of material: Crushed Rock 2½-0
Screen opening: To ¼": square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	8.0	8.0	
1½	5.4	13.4	
1	20.3	33.7	
3/4	9.3	43.0	
1/2	10.6	53.6	
1/4	14.2	67.8	
10	14.8	82.6	
40	10.3	92.9	
Pass	7.1	7.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	15	%
Manufactured fines		%
Liquid limit: Natural fines	37	%
Manufactured fines		%

NO TEST
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample ...is not suitable for use. Excess P. I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer — Parson
Resident Engineer — Hall
Dist. Maint. Supt.
Foreman
Files

W. C. Williams

Engineer of Materials

State Printing 72213

Form E-81—2036—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Sheep Cr. Hill Sec.
Highway: Little Sheep Creek
Contractor: M. A. Toole Const. Co.
Submitted by: Clair E. Hall
Contract No. 4147
Prefix No. 132-1017
County: Wallowa
F. A. Project No.
Date reported: June 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Station 315, M. P. 5.83, Little Sheep Creek Sec. Hwy.
Sampled at: Plant
Date received: June 29, 1954
To be used: Base Surfacing
Sampled by: Gene Walker
Quantity represented

TEST RESULTS

Laboratory No. 339657
Data Sheet No. A-28118

Type of material: Crushed Rock 2½-0
Screen opening: To ¼": ....Square....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	2.3	2.3	
1½	6.4	8.7	
1	14.0	22.7	
3/4	11.6	34.3	
1/2	16.9	51.2	
1/4	21.8	73.0	
10	15.4	88.4	
40	6.7	95.1	
Pans	4.9	4.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	12	%
Manufactured fines		%
Liquid limit: Natural fines	33	%
Manufactured fines		%

NOTE
W. C. WILLIAM.

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Harbson
x Resident Engineer Hill
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 72213

FORM E-20X 57½ 2-54 75730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1954

SUBJECT:

4147

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

It is noted that Laboratory Report No. 338296 on the Little Sheep Creek Hill Contract No. 4147 shows an excessive P.I.

Will you please take the necessary steps to have this matter corrected immediately.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
Clair E. Hall

RECEIVED
MAY 17 1954
FOR FILING

4147

May 14, 1954

N. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4147, which was awarded to you April 2 by the State Highway Commission, for paving on the Sheep Creek Hill Section of the Little Sheep Creek Highway in Wallowa County

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
APR 5 1954
FOR FILING

132 - 1017
1179

April 5, 1954

N. A. Toole Construction Co.
1211 S. W. 3rd Ave.
Ontario, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4147 for paving on the Sheep Creek Hill section of the Little Sheep Creek Highway in Wallowa County. This award was based on your bid of $88,923.50, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mmm
Enclosure
cc: H. G. Smith
S. H. Probert
E[illegible]G. Savage

F-148(16) Sage Hen Hill-Hines Sec., 1955
Central Oregon Hwy.
#4148 [redacted]

RECEIVED
JUN - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
June 6, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
F-148(4)	15-Post-Final	J. C. Compton Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11389	R-152279	$ 1,199.25	6/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: to July 30, 1955

Completion Date: July 12, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 7 1956

Ruth Rawlings

RECEIVED
MAY 25 1956
FOR FILING

May 24, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

This is to advise you that the State Highway Commission will make a post-final payment to J. C. Compton Company in connection with contract No. 4148, for work performed on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County. This post-final payment is in the amount of $1,199.25, and will be released as soon as the warrant is received from the Secretary of State. The revised total amount is $568,955.36.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

F-148(16)

April 4, 1956

FINAL COST ANALYSIS

Sage Hen Hill-Hines Section
Contract No. 4148

Bridge, Grading & Paving
J. C. Compton Co., Contractor
A. J. Wallace, Resident Engineer

Central Oregon Highway
Prefix: 13-1030 F-148 (16)

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(2) Clearing & Grubbing	All				$ 2,597.66	$ 8,000.00
(2) Removal of Bridge	All				227.66	800.00
(2) Structural Excavation	466.81	Cu.Yd.	3.00	2.39	1,115.44	1,400.43
(2) Trench Excavation	363.6	Cu.Yd.	2.50	1.93	700.22	909.00
(2) General Excavation	288,299	Cu.Yd.	.33	.503	145,148.54	95,138.67
(2) Short Overhaul	560,475	Yd.Sta.	.015	.0158	8,886.11	8,407.13
(2) Long Overhaul	3906.9	C.Yd.Sta.	.45	.52	2,037.77	1,758.11
(2) Finish R/B & Slopes	12.23	Mile	500.00	465.63	5,694.67	6,115.00
(2) Rounding Cutbanks	15,040	Lin.Ft.	.15	.12	1,838.46	2,256.00
(2) 12" Corr. Metal Pipe	292	Lin.Ft.	3.00	2.52	736.01	876.00
(2) 18" Corr. Metal Pipe	892	Lin.Ft.	4.50	4.03	3,592.12	4,014.00
(2) 24" Corr. Metal Pipe	878	Lin.Ft.	6.50	5.83	5,116.79	5,707.00
(2) 36" Corr. Metal Pipe	564	Lin.Ft.	13.00	11.04	6,224.59	7,332.00
(2) 48" Corr. Metal Pipe	174	Lin.Ft.	16.75	14.66	2,552.05	2,914.50
(2) 50" Corr. Metal Arch Pipe	58	Lin.Ft.	16.00	14.44	837.67	928.00
(2) 65" Corr. Metal Arch Pipe	106	Lin.Ft.	27.25	24.45	2,592.68	2,888.50
(2) Salvage Culv. Pipe	452	Lin.Ft.	2.00	1.37	617.99	904.00
(3) Class "A" Conc.in Box Culv.	37.48	Cu.Yd.	75.00	75.00	2,811.00	2,811.00
(3) Metal Reinforcement in Box Culvert	5362	lbs.	.12	.12	643.44	643.44
(2) Selected Cinder Topping	92.284	C.Yd.	.33	.27	24,682.87	30,453.72
(2) Selected Gravel Topping	47.626	Cu.Yd.	.33	.25	12,077.51	15,716.58
(2) Haul Cinder Topping	263,228	Yd. Mi.	.09	.09	23,083.48	23,690.52
(2) Haul Gravel Topping	111,645	Yd.Mi.	.15	.14	15,642.84	16,746.75
(1) 3/4-0 Rock in Level Course	18.835	Cu.Yd.	2.10	2.15	40,296.25	39,553.50
(1) & (2) Sprinkling	6,734	M/Gal.	2.50	2.46	16,550.75	16,835.00

F-148(16) K. H. Barnes April 4, 1956

FINAL COST ANALYSIS

Sage Hen Hill-Hines Section
Contract No. 4148

Bridge, Grading & Paving
J. C. Compton Co., Contractor
A. J. Wallace, Resident Engineer

Central Oregon Highway
Prefix: 13-1030 F-148 (16)

VOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(2) Clearing & Grubbing	All				$ 2,597.66	$ 8,000.00
(2) Removal of Bridge	All				227.66	800.00
(2) Structural Excavation	466.81	Cu.Yd.	3.00	2.39	1,115.44	1,400.43
(2) Trench Excavation	363.6	Cu.Yd.	2.50	1.93	700.22	909.00
(2) General Excavation	288,299	Cu.Yd.	.33	.503	145,148.54	95,138.67
(2) Short Overhaul	560,475	Yd.Sta.	.015	.0158	8,886.11	8,407.13
(2) Long Overhaul	3906.9	C.Yd.Sta.	.45	.52	2,037.77	1,758.11
(2) Finish R/B & Slopes	12.23	Mile	500.00	465.63	5,694.67	6,115.00
(2) Rounding Cutbanks	15,040	Lin.Ft.	.15	.12	1,838.46	2,256.00
(2) 12" Corr. Metal Pipe	292	Lin.Ft.	3.00	2.52	736.01	876.00
(2) 18" Corr. Metal Pipe	892	Lin.Ft.	4.50	4.03	3,592.12	4,014.00
(2) 24" Corr. Metal Pipe	878	Lin.Ft.	6.50	5.83	5,116.79	5,707.00
(2) 36" Corr. Metal Pipe	564	Lin.Ft.	13.00	11.04	6,224.59	7,332.00
(2) 48" Corr. Metal Pipe	174	Lin.Ft.	16.75	14.66	2,552.05	2,914.50
(2) 50" Corr. Metal Arch Pipe	58	Lin.Ft.	16.00	14.44	837.67	928.00
(2) 65" Corr. Metal Arch Pipe	106	Lin.Ft.	27.25	24.45	2,592.68	2,888.50
(2) Salvage Culv. Pipe	452	Lin.Ft.	2.00	1.37	617.99	904.00
(3) Class "A" Conc.in Box Culv.	37.48	Cu.Yd.	75.00	75.00	2,811.00	2,811.00
(3) Metal Reinforcement in Box Culvert	5362	lbs.	.12	.12	643.44	643.44
(2) Selected Cinder Topping	92.284	C.Yd.	.33	.27	24,682.87	30,453.72
(2) Selected Gravel Topping	47.626	Cu.Yd.	.33	.25	12,077.51	15,716.58
(2) Haul Cinder Topping	263,228	Yd. Mi.	.09	.09	23,083.48	23,690.52
(2) Haul Gravel Topping	111,645	Yd.Mi.	.15	.14	15,642.84	16,746.75
(1) 3/4-0 Rock in Level Course	18.835	Cu.Yd.	2.10	2.15	40,296.25	39,553.50
(1) & (2) Sprinkling	6,734	M/Gal.	2.50	2.46	16,550.75	16,835.00

Contract No. 4148

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) 3/4"-0 Rock In Binder	1,910	Cu.Yd.	3.00	2.96	5,654.27	5,730.00
(1) MC-2 Asph. in Binder	308.79	Ton	45.00	41.11	12,696.07	13,895.55
(1) Class "B" Asphaltic Concrete	30,497,679	Ton	5.50	5.96	181,887.55	167,737.23
(1) Aggregate in Shoulder Oiling	3144	Cu.Yd.	3.25	3.47	10,912.75	10,218.00
(1) 150-200 Asph. in Shldr.Oiling	247.51	Ton	43.00	40.28	9,971.81	10,642.93
(1) RS-1 Asph. in Shoulder Oiling	84.04	Ton	50.00	46.13	3,876.95	4,202.00
(2) Exc. for Structure	127.5	Cu.Yd.	5.00	3.94	502.89	637.50
(3) Class "A" Conc. in Bridge	115.87	Cu.Yd.	75.00	75.00	8,690.25	8,690.25
(3) Metal Rein. in Bridge	27,723	Lbs.	.12	.12	3,326.76	3,326.76
(2) PA#1 Furn. & Place 72" Metal Pipe	74	Lin.Ft.	40.00	31.26	2,313.78	2,960.00
(2) PA #2 Cem.Adj.Favor of State	24.25	Bbl.	5.32	5.32	129.01	129.01
(2) PA#3 Extra Allow.for Add.Solid Exc. moved	1143.9	Cu.Yd.	.486	.45	512.75	555.94
(2) PA#4 Place Screen Rejects as Borrow	6693	Cu.Yd.	.33	.28	1,858.18	2,208.69
(2) PA#4 Hauling Screen Rejects as Borrow	5773	Yd.Mi.	.15	.14	806.34	865.95
(1) PA#5 Class "B2 Asph.Conc. in Patching	1,226.885	Ton	5.95	6.73	8,261.09	7,299.97
(1) PA#6 RS-1 Asph. in Fogging	10.098	Ton	95.00	47.56	480.28	959.31
(1) PA#7 150-200 Asph. in Seal	120.8	Ton	43.00	40.01	4,833.92	5,194.40
(1) PA#7 RS-1 Asph in Seal	27.73	Ton	50.00	46.41	1,28 7.21	1,386.50
(1) PA#7 $\frac{1}{4}$"-0 Cr. Rock in Seal	461	Cu.Yd.	3.25	3.14	1,448.38	1,498.25
(1) PA#7 Haul & Place $\frac{1}{2}$"-$\frac{1}{4}$" Cr. Rock in Seal	947	Cu.Yd.	2.00	1.90	1,802.22	1,894.00
(1) PA#8 85-100 Asph in Excess of 7% Mix	619.45	Ton	33.78	33.78	20,925.02	20,925.02
					$608,482.06	$567,756.11

Contract No. 4148

	Gross Rev.	Total Cost	Loss	% of Loss
(1) J. C. Compton Co.	$293,776.66	$308,382.01	$ 14,605.35	5%
(2) J. M. Arenz	258,508.00	284,628.60	26,120.60	10%
(3) Orlando Bennard	15,471.45	15,471.45	--	
	$567,756.11	$608,482.06	$ 40,725.95	7.1%

Contract No. 4148

DETAIL OF COST

J. C. Compton, Contractor

Supervision					$ 10,925.00	
Labor					190,050.98	
Labor Ins.					13,063.44	
Health & Welfare					6,103.10	
						$220,142.52
Materials:						
12" Corr. Metal	Pipe	292'	at	$ 2.03	$ 592.76	
12" " "	Bands	11	"	1.90	20.90	
18" " "	Pipe	892'	"	2.84	2,533.28	
18" " "	Bands	35	"	2.65	92.75	
24" " "	Pipe	878'	"	4.42	3,880.76	
24" " "	Bands	32	"	4.15	132.80	
36" " "	Pipe	564'	"	8.66	4,884.24	
36" " "	Bands	24	"	8.10	194.40	
48" " "	Pipe	174'	"	11.84	2,060.16	
48" " "	Bands	8	"	10.95	87.60	
50" " "	Arch Pipe	58'	"	11.03	639.74	
50" " "	Bands	2	"	10.25	20.50	
65"x40" Corr "	Arch Pipe	106'	"	18.65	1,976.90	
65"x40" " "	Bands	4	"	34.90	139.60	
72" Corr. "	Pipe	74'	"	24.61	1,821.14	
72" " "	Bands	3	"	42.98	128.94	
MC-2 Asphalt		308.79 Ton	"	25.25	7,796.95	
150-200 Asphalt		368.31 Ton	"	22.50	8,286.98	
RS-1 Asphalt		121.868 Ton	"	25.20	3,071.07	
85-100 Asphalt		2719.6 Ton	"	20.90	56,839.91	
Freight on Asphalt		3585.5 Ton	"	11.60	41,592.24	
						136,793.62
Equipment Rentals & Misc. Supplies:						
Equipment Rental Owned					151,752.28	
" " Hired					1,404.59	
Gas, Oil & Grease					31,771.61	
Heating Oil					5,937.01	
Bond					4,258.17	
PUC					961.89	
PL & PD Inc.					2,710.85	
Small Tools & Misc. Supplies					4,439.21	
Move In Freight & Cartage					5,099.10	
Explosives					12,048.60	
Home Office & Overhead					15,691.16	
Paid Orlando Bennard for building Box Culvert & Bridge					15,471.45	
						251,545.92
T O T A L C O S T - - - - - - - - - -						$608,482.06

DETAIL OF COSTS

Contract No. 4148 — J. M. Arenz

Supervision					$ 10,925.00	
Labor					95,855.92	
Labor Ins.					6,940.76	
Welfare Ins.					3,097.50	
						$ 116,819.18
Materials:						
12" Corr. Metal	Pipe	292'	at	$2.03	592.76	
12" " "	Bands	11	"	1.90	20.90	
18" " "	Pipe	892'	"	2.84	2,533.28	
18" " "	Bands	35	"	2.65	92.75	
24" " "	Pipe	878'	"	4.42	3,880.76	
24" " "	Bands	32	"	4.15	132.80	
36" " "	Pipe	564'	"	8.66	4,884.24	
36" " "	Bands	24	"	8.10	194.40	
48" " "	Pipe	174'	"	11.84	2,060.16	
48" " "	Bands	8	"	10.95	87.60	
50" " "	Arch Pipe	58'	"	11.03	639.74	
50" " "	Bands	2	"	10.25	20.50	
65"x40" Corr."	Arch Pipe	106'	"	18.65	1,976.90	
65"x40" " "	Bands	4	"	34.90	139.60	
72" Corr. Metal	Pipe	72'	"	24.61	1,821.14	
72" " "	Bands	3	"	42.98	128.94	
						19,206.47
Equipment Rentals & Misc. Supplies:						
Equipment & Rental Owned					106,387.85	
" " Hired					930.00	
Gas, Oil & Grease					20,985.00	
Bond					2,021.26	
Explosives					6,056.40	
P.U.C.					200.00	
PL & PD Ins.					1,436.90	
Small Tools & Misc. Supplies					1,500.50	
Move In, Freight & Cartage					2,210.00	
Home Office & General Overhead					6,875.04	
						164,074.40
						$ 300,100.05
Paid Orlando Bennard for Building Box Culvert & Bridges					$ 15,471.45	

DETAIL OF COSTS

Contract No. 4148 — J. C. Compton Co.

Labor				$ 94,195.06	
Labor Ins.				6,122.68	
Health & Welfare				3,005.60	
					$103,323.34
Materials:					
MC-2 Asphalt	308.79	tons	at $25.25	7,796.95	
150-200 Asphalt	368.31	"	" 22.50	8,296.98	
RS-1 Asphalt	121.868	"	" 25.20	3,071.07	
85-100 Asphalt	2719.6	"	" 20.90	56,839.91	
Freight on Asphalt	3585.5	"	" 11.60	41,592.24	
					117,587.15
Equipment Rental & Misc. Supplies:					
Equipment Rental Owned				45,364.43	
Equipment Rental Hired				474.59	
Gas, Oil & Grease				10,786.61	
Heating Oil				5,937.01	
Bond				2,236.91	
PUC				761.89	
PL & PD Ins.				1,273.95	
Move In, Freight & Cartage				2,889.10	
Small Tools & Misc. Supplies				2,938.71	
Home Office & Overhead				8,816.12	
Explosives				5,992.20	
					87,471.52
					$ 308,382.01

Contract No. 4148

Remarks:

This wasa Federal Aid Project calling for grading and paving of 13.27 miles of highway roadbed on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

The contract was bid February 25, 1954, awarded April 6, 1954, work started March 19, 1954 and the project completed July 12, 1955.

The clearing, excavation, pipe installation, and topping were sub-contracted to J. M. Arenz, grading contractor, who moved in a D-8 Cat & Dozer, and a crew of 6 men on March 19, 1954. The clearing was very light and was completed in approximately 3 weeks.

The bridge and box culvert were built by Orlando Bennard at bid prices.

The excavation on the west end of the project was mostly common material and the equipment used was two D-8 Cats & Scrapers, three D-W 10's & Scrapers, one D-W 15 & Scraper, and two D-8 Cats used as push cats. Good progress was made on this portion of the excavation. As work progressed easterly rock was encountered in every cut having a depth of more than 2 feet. This rock was drilled and blasted and broke very large, making it difficult to handle. This material was loaded with a $1\frac{1}{2}$ C Y Northwest Shovel into two 6 C Y Dumptors. Street work was done with one D-8 Cat & Dozer. Very slow progress was made on the rock excavation, therefore a loss was suffered on the excavation.

A crew of 3 men installed the culvert pipe on this project with the aid of a Boom truck. Good progress was made on the pipe installations, realizing a good profit.

The gravel and cinder topping was loaded with a 1/2 C Y P & H Shovel into eight 6 C Y Trucks, two DW-10 bottom dump wagons. The self loading equipment included three DW-10 scraper units and one DW-15 scraper unit, and the material was handled on the street with two Blades.

The contractor moved in his 5 crusher semi-portable crushing plant July 6, 1954 at the State designated quarrylocated on the southerly side of and adjacent to the highway at Station 1309, M. P. 122.49. This was a good quarry. Crushing was started July 15, 1954, working two 8-hour shifts, 5 days per week, a total of approximately 64,672 c.y. of rock was crushed in 1182 hours for an average of 54.5 c.y. per hour, which was low production for this size of crushing plant. A loss was suffered on the crushing.

The contractor moved in and set up his Pioneer continuous mix paving plant and started paving October 6, 1954. He paved until October 15, 1954, then closed down for the winter. He resumed operation May 9, 1955and completed the paving June 21, 1955. A total of 31,724.5 tons of Class "B" asphaltic concrete was mixed and laid in 296 hours for an average of 107 tons per hour.

The contractors had low bid prices, good equipment, good supervision, but both suffered losses.

R. D. Asburry
Chief Cost Analyst
By: George Kayser

RECEIVED
DEC 21 1955
FOR FILING

F-1-2

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 15, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
F-148 (16)		
1148	14-Final	J. C. Compton Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24957	B-138368	$ 36,951.4	12/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to July 30, 1955 without penalty

Completion Date: July 12, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-19-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

NOTED ON CARD

RECEIVED
DEC 7 - 1955
FOR FILING

7 - 14X (16)
4148

December 7, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State highway contract No. 4148 for work performed on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County was completed by the contractor, J. C. Compton Co., on July 12, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $36,951.43 will be released to the contractor on or after December 17, 1955. The total contract amount is $567,756.11, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FM

cc - Glens Falls Indemnity Co.
Jewett, Barton, Leavy & Kerr
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
12-7-55

RECEIVED
MAR 12 1956
FOR FILING

PLEASE RETURN TO
W. C. WILLIAMS

FORM E30—80M—2-55—62006

F-148(12)
4198

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1955

NOTED
W. C. WILLIAMS

SUBJECT: Sage Hen Hill-Hines
Moving of telephone lines

NOTED
W. C. WILLIAMS

To:
Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

I am submitting herewith State Force Order covering the moving of the lines necessary through the subject-named job.

A check has been made and it has been determined that the lines, the moving of which is being paid for under this State Force Order, occupied private lands and are, therefore, our obligation to move.

You will notice that they moved considerably more line than we are paying for and the cost was prorated accordingly.

Maps showing the location of the poles before and after are on file in this office.

I recommend that this order be approved and the bill paid after our auditors have given it a thorough check.

L. H. Young
Assistant Construction Engineer

LHY:dt

Encl.

NOTED
FORREST COOPER

RECEIVED
OCT 31 1955
FOR FILING

F-148(16)

4-4-8

October 26, 1955

Mr. Al Henry
Oregon-Washington Telephone Company
Hood River, Oregon

Dear Sir:

In regard to the conversation which you had recently with Mr. Smith concerning your claim for $2,125.72 for moving the line of the Oregon-Washington Telephone Company on the Burns-Sage Hen Hill Section, I wish to advise that Mr. Smith obtained the details of your claim from the Resident Engineer and our attorneys have approved your contention that it is a proper charge against the Department. The claim has been returned to the Division Engineer for processing, as the details of the bill were not passed upon by the Resident Engineer and have not been through our auditing office.

I am sorry that this bill has been held up such a long time through a misunderstanding and wish to thank you for moving your line so promptly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: mc

cc Mr. H. G. Smith
Mr. A. F. Parson

RECEIVED
OCT 27 1955
FOR FILING

F-148(16)
4148

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1955

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
O f f i c e

Dear Sir:

Herewith a copy of the 100 foot map in "3 sections", of the Central Oregon Highway, Sage Hen Hill-Hines Section.

These maps have been marked in red to show sections of the old highway that should be abandoned.

Mr. Parson states that these sections are of no use to us and this office concurs.

Returned

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:bt
Enclosure

RECEIVED
OCT 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED W. W. STIFFLER file

RECEIVED
AUG 24 1955
FOR FILING

F-148(16)
4145

August 23, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to J. C. Compton a portion of the funds heretofore retained by the Commission on contract No. 4148, covering bridge, grading and paving on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

This payment in the amount of $46,289.72 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $16,416.64. The present payment will be released on or after September 2, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 21 1955
FOR FILING

F-148(16)
4145

July 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 12, 1955 on Contract No. 4145, Sage Hen Hill-Hines Section in Harney County, in connection with Federal Aid Project No. F-148(16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEPieh

cc: John Cottrell

F-148(16)

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 15, 19 55

Section Sagehen Hill-Hines

Kind of work Bridge, Grading and Paving

Highway Central Oregon

Section prefix 13-1030 F-148 (16)

Contractor J.C. Compton Co.

Contract number 4148

Date of contract April 6, 19 54

Date of completion ~~////~~ September 30, 19 54

Date work started March 19, 19 54

Estimated date of completion ....., 19 .....

Project authorization $611,256.94

Exclusive of Engineering $567,789.78

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 578,057.59

Per cent of contract completed, based on total contract price . . . . . 96 %

Engineering authorization $43,467.16

Engineering cost to date $ 37,013.89, 86 %

Date project was completed July 12, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed this project on Tuesday, has some work to do at quarry site in cleaning up.

The Highway Commission and its engineers were over this job Wednesday.

NOTED
OSCAR CUTLER

RECEIVED
JUL 19 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed .....

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	12.25	13.27		13.27	13.27
Miles partially completed	12.25	13.23			13.21
Miles completed	12.25	12.25		15.27	13.27
Total estimated quantities	320,000			470 ton 6876 sq.	36,000
Estimated quantities moved or placed to date	207,000			405 ton 5,376 sq.	30,500
Average daily quantities					300
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				16	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men						Supervisor	2
Men and teams						Skilled	8
Men and trucks under 3 tons						Intermediate	10
Men and trucks over 3 tons						Unskilled	8
Men and tractors							

Equipment used during week: Shovels ..1....., Power graders ..1....., Rollers ..1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....Trucks, 7 ....Broom . . . . . , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	[illegible]	[illegible]	
Monday	Pt. Cloudy	None	
Tuesday	Clear-warm	"	
Wednesday	Warm	"	
Thursday	Hot	"	
Friday	Overcast Shower	"	
Saturday			

RECEIVED
JAN 31 1955
FOR FILING

F-1481(2)
4148

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27th, 1955

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

Dear Sir:

In regard to the request of J. M. Arens, subcontractor on the Sage Hen Hill-Burns Section, Contract #4148, that the screen rejections incorporated in the grading should be covered by a price agreement and treated as borrow rather than be treated as screen rejections at $0.25 per cubic yard. J. C. Compton's price on borrow is $0.33.

My interpretation is that consideration should be given to the information furnished the contractor when he bid. He had no way of knowing that he would be required to haul screen rejections into a fill, and his bid of $0.33 on general excavation was based upon his examination and classification of cuts where rock would be encountered and a certain amount of side borrow, the haul for which was shown by brackets on the profile. The specification for the disposition of screen rejections says:

"Screen rejections and other by-products of the crushing and screening operations shall be subject to disposition and incorporation in the work as "Filler", or in a manner other than as filler, such as cushion courses, leveling courses, smoothing courses, or surfacings on the project, as ordered (in writing) by the engineer."

I think the contractor in reading the specification for screen rejections would consider it to be restricted to surfacing operations, and, although the paragraph includes the phrase "or in a manner other than as filler", would consider it to mean as a part of the surfacing. Of course it is not intentional on the part of the specification writers to restrict

screen rejections to surfacing, but I think it sounds as though they had, and I have always tried to interpret specifications in the light of the information the contractor had when he bid, and, since he had no way of knowing that borrow would be eliminated from the job and screen rejections substituted, I would recommend that you make out a price agreement substituting screen rejections for the borrow at $0.33 per cubic yard.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: W. C. Williams

RECEIVED
NOV 15 1954
FOR FILING

F 118(16)
4/1/15

November 8, 1954

J. C. Compton Co.
Box 96
Mcminnville, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 2?, 1954 had under consideration your request for an extension of time, from September 30, 1954 to July 30, 1955, within which to complete your contract No. 4148, for bridge, grading and paving on the Page Mill-Hines section of the Central Oregon Highway in Harney County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. H. Kleiger, Secretary

By
Floyd Avery, Assistant Secretary

gl

cc: R. F. Carson,
Division Engineer

Alvin Wallace,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED

FOR FILING

F-14161

4141

FORM S-133 80M REVISED 5-50

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

STATE OF OREGON
1859

OREGON STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

October 15, 1954

Mrs. Fay Irving
c/o Hon. Sig Hjalatin, Mayor
City Hall
Bellingham, Washington

Re: State v. John P. Fay
L- 88 B-21614
Case No. 4379
Sage Hen Hill - Hines Section
Central Oregon Highway

Dear Mrs. Irving:

Governor Patterson has just discussed your recent telephone conversation concerning the case of State v. John P. Fay with members of our department and has requested that I advise you upon several matters which you raised in your conversation.

In your conversation, you requested information as to the exact nature of this case and why it has been set for trial at an early date and whether or not you could discuss this matter directly with Highway Department personnel.

Recently the State Highway Commission determined that it would be in the public interest to relocate a portion of the Central Oregon Highway located between Sage Hen Hill and Hines. In order to do so, according to the plans of the Commission, it was necessary for the State to acquire certain property from your father, Mr. Fay. In an attempt to purchase this property, Mr. Rod Cosad, Right of Way Supervisor for the central Oregon area, who is a friend of your father's and with whom you may be personally acquainted, called upon your father in an attempt to agree upon a price for the property needed by the department. This call resulted in your father signing an option on February 13, 1954, covering real property in question and limiting the access rights to any highway which might be built on the real property in question. This option was later accepted by the Commission, but your father refused to sign a deed covering the property described in the option, and a dispute has arisen as to what actually took place when Mr. Cosad called upon your father.

This suit was instituted in order to determine the rights of the parties in connection with the contract which was created by the execution

of the option and its acceptance by the State. The case has been set for trial at Burns on November 4, 1954. I presume that the relatively early date was secured by Mr. Donegan, who is your father's attorney. The State has made no request to have this matter set for trial and I would like to quote portions of correspondence which we have received from Mr. Donegan with regard to the setting of this case for trial.

In a letter dated August 25, 1954, Mr. Donegan stated: "Mr. Fay is quite anxious to have this case disposed of either by settlement or trial as the suit constitutes a cloud upon his title to the land and interferes with his sales program."

In a letter dated September 28, 1954, Mr. Donegan said: "The above case has been set for trial at Burns to commence in the morning of Thursday, November 18, 1954. The court has a very crowded docket and unless the case is tried at that time it may be put over for several weeks. As you know my client is very anxious to get the case disposed of and I am sure that he will be very insistent that the trial commence upon the date set, and I will appreciate it very much if you can be ready at that time."

On September 30, we received the following letter from Mr. Donegan: "The Judge rearranged his docket and the above case is set for trial to commence at 9:30 a. m. on November 3, 1954. Will you kindly confirm this date?"

The case was later reset, at our suggestion, on the 4th rather than the 3rd, due to the proximity in time to election day.

If it is agreeable with your father's attorney, Mr. Donegan, we, naturally, will be very happy to discuss this matter with you at any time. Our office is in the south portion of the Highway Building on the first floor.

Yours very truly,

C. A. NEWELL
Chief Counsel

WN:ab
cc: Hon. Paul L. Patterson
Mr. Pat H. Donegan
Mr. W. C. Williams
Mr. Leonard I. Lindas

RECEIVED
OCT 15 1954
FOR FILING

F-148 (16)
4147

October 14, 1954

Oregon State Highway Commission

Request for extension of time
No. 20
October 28 and 29 Meeting

Gentlemen:

Herewith is a request from J. C. Compton Company for an extension of time on the Sage Hen Hill--Ilwee Section, Contract No. 4140, from September 30, 1954 to July 30, 1955.

Considerable difficulty arose on this project due to unsuitable material which appeared in the specified topping pit, and the contractor was held up while attempts were made to find new sources. The work cannot be completed in time to permit the paving this year, but it is in such condition that traffic will not be inconvenienced.

I recommend that the extension be granted without penalty, and Mr. [illegible] on behalf of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Project No. F-148(16)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 19 54,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of December, 19 53, a program, which was approved on the 4th day of January, 19 54, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 9th day of February, 19 54; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred sixty-eight thousand and 00/100

dollars ($ 368,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

arf

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1929; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 6068+00 in the SW 1/4, Section 31, T. 23 S., R. 29 E., W.M., and survey station 1637+64.04 at the north boundary of Section 26, T. 29 S., R. 30 E., W.M., without exception,

, length 13.266 miles, in Harney County, being Oregon Federal Aid project No. F-148(16), consisting of 13.254 miles of roadway and one bridge of more than 20 feet clear span, 0.012 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ..... three hundred sixty-eight thousand and 00/100 ..... dollars ($ 368,000.00), which does not exceed the authorized Federal pro rata share of ..... five hundred ninety-four thousand, three hundred seventy-three and 45/100 ..... dollars ($ 594,373.45), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to ..... the State Treasurer .....
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ..... Oregon .....
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest:

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A4.62

RECEIVED
OCT 13 1954

RECEIVED
OCT 7 1954
DIVISION 8

Oregon State Highway Department

Federal Aid
Project No. F-148 (16)

SAGE HEN HILL-HINKS SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 9, 1954

Type Code 6201
2 Lane Roadway (Sta. 6068+00 thru Equation 6081+01.86 = 952+50 to Sta. 997+00)
(Contract No. 4148)

All Required		Clearing and Grubbing (10%)		$ 800.00
20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	60.00
10	cu. yds.	TrenchExcavation, Unclassified	2.50	25.00
21,000	cu. yds.	General Excavation, Unclassified	0.33	6,930.00
40,000	yd. sta.	Short Overhaul	0.015	600.00
110	C-yd. sta.	Long Overhaul	0.45	49.50
1.11	Miles	Finishing Roadbed and Slopes	500.00	555.00
1,100	lin. ft.	Rounding Cutbanks	0.15	165.00
190	lin. ft.	18-inch Corrugated Metal Pipe	4.50	855.00
14	lin. ft.	24-inch Corrugated Metal Pipe	6.50	91.00
10,000	cu. yds.	Selected Gravel Topping	0.33	3,300.00
7,000	yd. mi.	Hauling Gravel Topping	0.15	1,050.00
1,700	cu. yds.	3/4" - 0 Rock in Leveling Course	2.10	3,570.00
240	M-gal.	Sprinkling	2.50	600.00
200	cu. yds.	3/4" - 0 Rock in Binder Course	3.00	600.00
30	tons	MC-2 Asphalt in Binder Course	45.00	1,350.00
3,700	tons	Class "B" Asphaltic Concrete	5.50	20,350.00
230	cu. yds.	Aggregate in Shoulder Oiling	3.25	747.50
20	tons	150-200 Asphalt in Shoulder Oiling	43.00	860.00
5	tons	RS-1 Asphalt in Shoulder Oiling	50.00	250.00
			Subtotal	$42,808.00
			10% Engr. & Cont.	4,280.80
			Total	$47,088.80
		Length of Roadway	1.089 Miles	
		Cost of Roadway Per Mile	$43,240.40	

Type Code 6201
2 Lane Roadway (Sta. 997+00 to Sta. 1637+64.04) (Contract No. 4148)

All Required		Clearing and Grubbing (90%)		$ 7,200.00
All Required		Removal of Bridge		800.00
480	cu. yds.	Structural Excavation, Unclassified	$3.00	1,440.00

190	cu. yds.	Trench Excavation, Unclassified	$ 2.50	$ 475.00
299,000	cu. yds.	General Excavation, Unclassified	0.33	98,670.00
614,000	yd. sta.	Short Overhaul	0.015	9,210.00
5,090	C-yd. sta.	Long Overhaul	0.45	2,290.50
11.12	miles	Finishing Roadbed and Slopes	500.00	5,560.00
22,900	lin. ft.	Rounding Cutbanks	0.15	3,435.00
310	lin. ft.	12-inch Corrugated Metal Pipe	3.00	930.00
950	lin. ft.	18-inch Corrugated Metal Pipe	4.50	4,275.00
1,056	lin. ft.	24-inch Corrugated Metal Pipe	6.50	6,864.00
590	lin. ft.	36-inch Corrugated Metal Pipe	13.00	7,670.00
180	lin. ft.	48-inch Corrugated Metal Pipe	16.75	3,015.00
50	lin. ft.	50-inch Arch-Type Corrugated Metal Pipe	16.00	800.00
100	lin. ft.	65-inch Arch-Type Corrugated Metal Pipe	27.25	2,725.00
400	lin. ft.	Salvaging Culvert Pipe	2.00	800.00
44	cu. yds.	Class "A" Concrete in Box Culvert	75.00	3,300.00
4,600	lbs.	Metal Reinforcement in Box Culvert	0.12	552.00
77,000	cu. yds.	Selected Cinder Topping	0.33	25,410.00
30,000	cu. yds.	Selected Gravel Topping	0.33	9,900.00
246,000	yd. mile	Hauling Cinder Topping	0.09	22,140.00
94,000	yd. mile	Hauling Gravel Topping	0.15	14,100.00
16,700	cu. yds.	3/4" - 0 Rock in Leveling Course	2.10	35,070.00
2,560	M-gal.	Sprinkling	2.50	6,400.00
1,680	cu. yds.	3/4" - 0 Rock in Binder Course	3.00	5,040.00
280	tons	MC-2 Asphalt in Binder Course	45.00	12,600.00
31,200	tons	Class "B" Asphaltic Concrete	5.50	172,040.00
2,800	cu. yds.	Aggregate in Shoulder Oiling	3.25	9,100.00
215	tons	150-200 Asphalt in Shoulder Oiling	43.00	9,245.00
65	tons	RS-1 Asphalt in Shoulder Oiling	50.00	3,250.00
		Subtotal		$484,306.50
		10% Engr. & Cont.		48,430.65
		Total		$532,737.15

Length of Roadway 12.165 Miles
Cost of Roadway Per Mile $43,792.61

Type Code 1021
Sawa Ben Creek Bridge (Sta. 1262+69 to Sta. 1263+31)

20	tons	Class "B" Asphaltic Concrete	5.50	$ 110.00
150	cu. yds.	Excavation for Structure	5.00	750.00
5	cu. yds.	Excavation Below Elevation Shown	25.00	125.00
120	cu. yds.	Class "A" Concrete in Bridge	75.00	9,000.00
27,000	lbs.	Metal Reinforcement in Bridge	0.12	3,240.00
		Subtotal		$13,225.00
		10% Engr. & Cont.		1,322.50
		Total		$14,547.50

Length of Structure 0.012 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
3 Lane Roadway	$ 47,088.80	$ 29,155.00	$ 17,933.80
2 Lane Roadway	532,737.15	329,838.00	202,899.15
Structure	14,547.50	9,007.00	5,540.50
	$594,373.45	$368,000.00	$226,373.45

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

(b)

Oregon State Highway Department

Federal Aid
Project No. F-148(16)

Sage Hen Hill - Minus Section of The
Central Oregon Highway in Harney County.

(Estimate and Basis for Payment Agreement.
Based on unit prices.)

Salem, Oregon June 1954

Type Code 221
3 Lane Roadway (Sta 606+00 Tim Eqn 608+01.86 = 952+30 to
sta 997+00) Contract No 4148

All Required	Engineering and Drafting (10%)			$ 800.00
20 Cu. Yds.	Structural Excavation, Unclassified		$ 3.00	60.00
10 " "	Trench " "		2.50	25.00
21,000 " "	Borrow " "		0.33	6,930.00
10,000 Yds.	[illegible]		0.015	600.00
110 Cu. Yds.	[illegible]		0.45	49.50
1.11 M.B.M.	[illegible]		500.00	555.00
1100 Lin. Ft.	[illegible]		0.15	165.00
190 " "	18 Inch [illegible]		4.50	855.00
14 " "	24 Inch " " "		6.50	91.00
10,000 Cu. Yds.	[illegible]		0.33	3,300.00
7000 Yds.	Roadway " "		0.15	1,050.00

700	Cu yds	3/4-0 Foothill Borrow Excav	2.10	3,570.00
40	M. Gal	Sprinkling	2.50	100.00
200	Cu yds	3/4-0 Rock in Dike Excav	3.00	600.00
9	Tons	Min Asphaltic " "	45.00	1,350.00
90	Tons	Emul Asph - Grade	8.00	20,350.00
300	Cu yds	Aggregate in Stockpile Dike	2.25	747.50
430	Cu yds	" " "	2.00	860.00
5	Tons	150-200 Asphaltic " "	50.00	250.00
5	Tons	Oil " " "		

Subtotal $ 42,808.00

10% Contingencies 4,280.80

Total $ 47,088.80

Length of Grading 1.089 Miles

Cost of Grading Per Mile $ 43 240.40

Type Code 6221

2 Lane Concrete (Sta 997+00 to Sta 1637+60) (Contract No 4148)

	all Required Clearing and Grubbing		(90%)		$ 7,200.00
	all Required Removal of Bridge				800.00
1480	Cu. Yds.	Structural Excavation, Unclassified		$ [illegible]	1,480.00
190	" "	Trench		2.50	475.00
29,000	" "	General	"	0.33	9,670.00
14,000	Yd. Sta.	Haul Overhaul		0.015	9,210.00
2,090	Cu. Yds.	Borrow Excavation		0.45	2,290.50
11.12	Miles	Hauling Excavation		500.00	5,560.00
2,900	Lin. Ft.	[illegible] Pipe		[illegible]	[illegible]
210	" "	12 Inch Reinforced Concrete		[illegible]	945.00
950	" "	18 Inch	"	4.50	4,275.00
1,056	" "	24 Inch	"	6.50	6,864.00
590	" "	36 Inch	"	13.00	7,670.00
180	" "	48 Inch	"	16.75	3,015.00
50	" "	50 Inch Arch Type Reinforced Concrete		16.00	800.00
100	" "	60 Inch	"	27.25	2,725.00
1100	" "	Salvaging Culvert Pipe		0.75	800.00
44	Each	Class "B" Concrete in Box Culvert		75.00	3,300.00
1600	Lbs.	Min. Reinforcement in Box Culvert		0.12	552.00
77,000	Cu. Yds.	Selected Under Toppings		0.33	25,410.00
30,000	" "	" Sand	"	0.33	9,900.00
46,000	Yd. Mile	Hauling Under Toppings		0.09	22,140.00
94,000	" "	" Sand	"	0.15	14,100.00
16,700	Cu. Yds.	3/4" Crushed Surfacing Gravel		2.10	35,070.00
2,560	M Gal	Sprinkling		2.50	6,400.00

1,680	[illegible]	[illegible]	3.00	5,040.00
280	Tons	[illegible]	45.00	12,600.00
1280	Tons	[illegible]	3.50	172,040.00
800	Cubic	[illegible]	3.25	9,100.00
45	Tons	[illegible]	43.00	9,245.00
65	Tons	[illegible]	50.00	3,250.00

[illegible]	$	484,306.50
[illegible]		48 430.65
[illegible]	$	532,737.15

Length of [illegible] 12.165 Miles
Cost of Paving [illegible] Mile $ 43,792.61

20	Tons		5.50	110.00
150	Cubic Yards		5.00	750.00
5	" "		25.00	125.00
20	" "		7.00	9,000.00
30	" "		0.12	3,240.00
				$ 13,225.00
				1 322.50
				$ 14 547.50

0.012

[illegible]			
[illegible]	$ 47,088.80	$ 29,155.00	$ 17,933.80
[illegible]	532,737.15	329,838.00	202,899.15
[illegible]	14,547.50	9,007.00	5,540.50
	$ 594,373.45	$ 368,000.00	$ 226,373.45

State Funds [illegible]: Chap 181, Laws 1917; Chap 51 Laws 1920;
Chap 529, Laws 1939.

Federal Funds Chap 529 Laws 1939

[illegible]

[illegible]

[illegible]

		26569.00 ✓
		30238.17
		7421.17
		64,228.34

	57.51.86 ✓	1.089
		12.165
	62.00	0.012
		13.266

Oregon State Highway Department

Federal Aid Project
No. F-148(16)

SAGE HEN HILL - HINES SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon February 9, 1954

Type Code 6201
3 Lane Roadway (Sta. 6068+00 Through Equa. 6081+01.86=952+50 to Sta. 997+00)

All Required	Clearing and Grubbing (10%)		$ 350.00
20 cu. yds.	Structural Excavation, Unclassified	$ 3.00	60.00
10 cu. yds.	Trench Excavation, Unclassified	2.50	25.00
21,000 cu. yds.	General Excavation, Unclassified	0.40	8,400.00
40,000 yd. sta.	Short Overhaul	0.01	400.00
110 C-yd. sta.	Long Overhaul	0.40	44.00
1.11 miles	Finishing Roadbed and Slopes	600.00	666.00
1,100 lin. ft.	Rounding Cutbanks	0.15	165.00
190 lin. ft.	18 inch Corrugated Metal Pipe	4.50	855.00
14 lin. ft.	24 inch Corrugated Metal Pipe	7.00	98.00
10,000 cu. yds.	Selected Gravel Topping	0.40	4,000.00
7,000 yd. mi.	Hauling Gravel Topping	0.15	1,050.00
1,700 cu. yds.	3/4" - 0 Rock in Leveling Course	2.35	3,995.00
240 M-gal.	Sprinkling	2.50	600.00
200 cu. yds.	3/4" - 0 Rock in Binder Course	3.75	750.00
30 tons	MC-2 Asphalt in Binder Course	43.00	1,290.00
3,700 tons	Class "B" Asphaltic Concrete	5.50	20,350.00
230 cu. yds.	Aggregate in Shoulder Oiling	3.75	862.50
20 tons	150-200 Asphalt in Shoulder Oiling	41.00	820.00
5 tons	RS-1 Asphalt in Shoulder Oiling	43.00	215.00
		Subtotal	$44,995.50
		10% Engr.&Cont.	4,499.55
		Total	$49,495.05

Length of Roadway 1.089 miles
Cost of Roadway Per Mile $40,858.63

Type Code 6201
2 Lane Roadway (Sta. 997+00 to Sta. 1637+64.04)

All Required	Clearing and Grubbing (90%)		$ 3,150.00
All Required	Removal of Bridge		1,000.00
480 cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,440.00
190 cu. yds.	Trench Excavation, Unclassified	2.50	475.00

299,000 cu. yds.	General Excavation, Unclassified	$ 0.40	$119,600.00
614,000 yd. sta.	Short Overhaul	0.01	6,140.00
5,090 C-yd. sta.	Long Overhaul	0.40	2,036.00
11.12 miles	Finishing Roadbed and Slopes	600.00	6,672.00
22,900 lin. ft.	Rounding Cutbanks	0.15	3,435.00
310 lin. ft.	12inch Corrugated Metal Pipe	3.00	930.00
950 lin. ft.	18 inch Corrugated Metal Pipe	4.50	4,275.00
1,056 lin. ft.	24 inch Corrugated Metal Pipe	7.00	7,392.00
590 lin. ft.	36 inch Corrugated Metal Pipe	12.00	7,080.00
180 lin. ft.	48 inch Corrugated Metal Pipe	18.00	3,240.00
50 lin. ft.	50 inch Arch Type Corrugated Metal Pipe	17.00	850.00
100 lin. ft.	65 inch Arch Type Corrugated Metal Pipe	25.00	2,500.00
400 lin. ft.	Salvaging Culvert Pipe	2.00	800.00
44 cu. yds.	Class "A" Concrete in Box Culvert	65.00	2,860.00
4,600 lbs.	Metal Reinforcement in Box Culvert	0.13	598.00
77,000 cu. yds.	Selected Cinder Topping	0.35	26,950.00
30,000 cu. yds.	Selected Gravel Topping	0.40	12,000.00
246,000 yd. mile	Hauling Cinder Topping	0.10	24,600.00
94,000 yd. mile	Hauling Gravel Topping	0.15	14,100.00
16,700 cu. yds.	3/4" - 0 Rock in Leveling Course	2.35	39,245.00
2,560 M-gal.	Sprinkling	2.50	6,400.00
1,680 cu. yds.	3/4" - 0 Rock in Binder Course	3.75	6,300.00
280 tons	MC-2 Asphalt in Binder Course	43.00	12,040.00
31,280 tons	Class "B" Asphaltic Concrete	5.50	172,040.00
2,800 cu. yds.	Aggregate in Shoulder Oiling	3.75	10,500.00
215 tons	150-200 Asphalt in Shoulder Oiling	41.00	8,815.00
65 tons	RS-1 Asphalt in Shoulder Oiling	43.00	2,795.00
	Subtotal		$510,258.00
	10% Engr. & Cont.		51,025.80
	Total		$561,283.80

Length of Roadway 12.165 miles
Cost of Roadway per Mile $46,139.23

Type Code X021
Sage Hen Creek Bridge (Sta. 1262+69 to Sta. 1263+31)

20 tons	Class "B" Asphaltic Concrete	$ 5.50	$ 110.00
150 cu. yds.	Excavation for Structure	5.00	750.00
5 cu. yds.	Excavation Below Elevation Shown	10.00	50.00
120 cu. yds.	Class "A" Concrete in Bridge	70.00	8,400.00
27,000 lbs.	Metal Reinforcement in Bridge	0.12	3,240.00
	Subtotal		$12,550.00
	10% Engr. & Cont.		1,255.00
	Total		$13,805.00

Length of Structure 0.012 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
3 Lane Roadway	$ 49,495.05	$ 30,430.00	$ 19,065.05
2 Lane Roadway	561,283.80	345,083.00	216,200.80
Structure	13,805.00	8,487.00	5,318.00
	$624,583.85	$384,000.00	$240,583.85

RECEIVED
OCT 8 - 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1954

SUBJECT:

To: A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

It is noted that Laboratory Report No. 348800 on the Sage Hen Hill-Hines Contract No. 4148, shows an excessive amount of P.I. in gravel sampled in the pit.

Please take immediate steps to see that this material is not incorporated in the roadway.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
Alvin Wallace

RECEIVED
OCT 6 - 1954
FOR FILING

October 4, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Sage Hen Hill-Hines Contract No. 4148, Oregon F-148 (16), from September 30, 1954 to July 30, 1955, to J. C. Compton Company, contractor.

Considerable trouble arose on this project due to an excessive amount of P.I. in the specified topping pit, and the contractor was held up while attempts were being made to find new sources. The work cannot be completed in time to permit the placing of the asphaltic concrete this year. The westerly five miles will be completed and placed in service; the easterly portion of the project is all on new alignment and traffic can continue to use the existing road.

I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Sage Hen Hill-Hines			Prefix No.	13-1030
Highway	Central Oregon			County	Harney
Contractor	J. C. Compton Co.	Contract No.	4148	F. A. Project No.	F-148 (16)
Submitted by	A. J. Wallace			Date reported	Oct. 4, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M.P. 122.5, Central Oregon Hwy. Sampled at Plant

To be used Leveling Date received Sept. 30, 1954

Sampled by A. L. Wallace Quantity represented 1500 c.y.

TEST RESULTS

Laboratory No. 348801 Type of material Crushed Rock 3/4"-0"

Data Sheet No. A 36545 Screen opening: To ¼": .....Square.....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	17.4	17.4	
1/4	34.0	51.4	
10	30.8	82.2	
40	13.4	95.6	
Pans	4.4	4.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	27	%
Manufactured fines		%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Larson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Sage Hen Hill-Hines			Prefix No.	13-1030
Highway	Central Oregon			County	Harney
Contractor	J. C. Compton Co.	Contract No.	4148	F. A. Project No.	F-148 (16)
Submitted by	A. J. Wallace			Date reported	Oct. 4, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M.P. 142.5, Central Oregon Hwy. Sampled at Plant

To be used Leveling Date received Sept. 30, 1954

Sampled by A. J. Wallace Quantity represented 1500 c.y.

TEST RESULTS

Laboratory No. 348802 Type of material Crushed Rock 3/4"-0"

Data Sheet No. A 36546 Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	14.5	14.5	
1/4	39.0	53.5	
10	28.8	82.3	
40	13.7	96.0	
Pass	4.0	4.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	26	%
Manufactured fines		%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample ...is... suitable for use.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

Form E-61—2014—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Sage Hen Hill-Hines	Prefix No.	13-1030
Highway	Central Oregon	County	Harney
Contractor	J. C. Compton Co.	Contract No. 4148	F. A. Project No. F-148 (16)
Submitted by	A. J. Wallace		Date reported Oct. 4, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M.P. 122.5, Central Oregon Hwy. Sampled at Plant

To be used Leveling Date received Sept. 30, 1954

Sampled by A. J. Wallace Quantity represented 1500 c.y.

TEST RESULTS

Laboratory No. 348803

Data Sheet No. E 36547

Type of material Crushed Rock 3/4"-0"

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	18.7	18.7	
1/4	40.2	58.9	
10	22.2	81.1	
40	11.7	92.8	
Pass	7.2	7.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	26	%
Manufactured fines		%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Larson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

G. H. Kerr
Engineer of Materials

State Printing 72213

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OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTED
W. C. WILLIAMS

Project	Sage Hen Hill-Hines	Prefix No.	13-1030
Highway	Central Oregon	County	Harney
Contractor	J. C. Compton	F. A. Project No.	F-148 (16)
Submitted by	A. J. Wallace	Contract No. 4148	
		Date reported	Sept. 24, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Quarry, M.P. 122.5, Central Oregon Hwy
Sampled at Plant

To be used Leveling
Sampled by A. J. Wallace

Date received Sept. 23, 1954
Quantity represented

TEST RESULTS

Laboratory No. 347972
Data Sheet No. A 36538

Type of material Crushed Rock 3/4"-0
Screen opening: To ¼": .....Square.....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	8.0	8.0	
1/4	36.9	44.9	
10	34.1	79.0	
40	13.3	92.3	
P40	7.7	7.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	25	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files

Engineer of Materials

State Printing 72213

Form 8-01—3086—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

NOTED
W. C. WILLIAMS

LABORATORY REPORT

Project: Sage Hen Hill-Hines
Highway: Central Oregon
Contractor: J. C. Compton Co.
Submitted by: A. J. Wallace
Contract No. 4148
Prefix No. 13-1030
County: Harney
F. A. Project No. F-14-8 (16)
Date reported: Sept. 24, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Pit south of Station 952, N.F. 115.75 Central Oregon Hwy.
Sampled at: Pit
To be used: Base Surf.
Sampled by: A. J. Wallace
Date received: Sept. 23, 1954
Quantity represented: 1500 c.y.

TEST RESULTS

Laboratory No. 347975
Data Sheet No. A 36539
Type of material: Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	1.9	1.9	
1½	.7	2.6	
1	7.5	10.1	
3/4	4.1	14.2	
1/2	9.7	23.9	
1/4	19.5	43.4	
10	22.1	65.5	
40	9.0	74.5	
Pass	25.5	25.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	29	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample .....is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

Form E-61—2000—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

NOTE
W. C. WILLIAMS

LABORATORY REPORT

Project: Saga Hen Hill-Hines
Highway: Central Oregon
Contractor: J. C. Compton Co.
Submitted by: A. J. Wallace
Contract No. 4148
Prefix No. 13-1030
County: Harney
F. A. Project No. F-148 (16)
Date reported: Sept. 24, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Pit south of Station 952, M.P. 115.75, Central Oregon Hwy.
Sampled at: Pit
To be used: Base Surf.
Sampled by: A. J. Wallace
Date received: Sept. 23, 1954
Quantity represented: 1500 c.y.

TEST RESULTS

Laboratory No. 347976
Data Sheet No. A 36540
Type of material: Gravel
Screen opening: To ¼": ....Square....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	3.1	3.1	
1½	3.4	6.5	
1	8.6	15.1	
3/4	4.1	19.2	
1/2	8.6	27.8	
1/4	19.8	47.6	
10	19.2	66.8	
40	9.2	76.0	
Pass 40	24.0	24.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	27	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ....is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

Form S-01—2086—1-54

OREGON STATE HIGHWAY DEPARTMENT
REGC Materials Division

NOTE
W. C. WILLIAMS

LABORATORY REPORT

Project	Sage Hen Hill-Hines	Prefix No.	13-1030
Highway	Central Oregon	County	Harney
Contractor	J. C. Compton Co.	Contract No. 4148	F. A. Project No. F-148 (16)
Submitted by	A. J. Wallace		Date reported Sept. 24, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Pit south of Station 952, M.P. 115.72, Central Oregon Hwy. Sampled at Pit

To be used Base Surf. Date received Sept. 23, 1954

Sampled by A. J. Wallace Quantity represented 1500 c.y.

TEST RESULTS

Laboratory No. 348000

Data Sheet No. A 36536

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	6.7	6.7	
1	10.5	17.2	
3/4	4.2	20.4	
1/2	9.1	29.5	
1/4	16.8	46.3	
10	17.6	63.9	
40	6.3	70.2	
#40	28.8	28.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	27	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ....is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

NOTED
W. C. WILLIAMS

LABORATORY REPORT

Project: Sage Hen Hill-Hines
Highway: Central Oregon
Contractor: J. C. Compton Co.
Submitted by: A. J. Wallace

Contract No. 4148

Prefix No. 13-1030
County: Harney
F. A. Project No. [illegible]148 (16)
Date reported: Sept. 24, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: 1t south of Station 952, M.P. 115.72, Central Oregon Hwy.
Sampled at: 1t

Date received: Sept. 23, 1954
Quantity represented: 1500 C.Y.

To be used: Base Surf.
Sampled by: A. J. Wallace

TEST RESULTS

Type of material: Gravel
Screen opening: To ¼": ....Square....; ¼" and below: Square:

Laboratory No. 348001
Data Sheet No. A 36542

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
	0	0	
2	4.6	4.6	
1½	5.7	10.3	
1	3.9	14.2	
3/4	9.9	24.1	
1/2	20.1	44.2	
1/4	21.2	65.4	
10	10.6	76.0	
40	24.0	24.0	
140			
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines	6	%
Plasticity index: Natural fines		%
Manufactured fines	30	%
Liquid limit: Natural fines		%
Manufactured fines		

RECOMMENDATIONS

Material as represented by this sample ....is not.... suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

[signature]
Engineer of Materials

State Printing 72213

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SEP 21 1954
FOR FILING
FORM E-20X 37½ 9-54 73730
F 148 (16)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 21, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. E. G. Smith
Construction Engineer
Salem, Oregon

Attention: F. A. Pease

Dear Sir:

Please refer to your letter of September 15 regarding excess P.I. as shown on laboratory reports numbered 34607, 408, and 409 on the Sage Hen Hill-Idnes Contract No. 4148.

Please be advised that immediate steps have been taken to get into the clean portion of the pit. This excess P.I. seemingly was in a layer where the contractor was excavating for approximately a week before we got him shut off.

The above numbered laboratory reports indicate that a portion of this border line P.I. material was incoporated in the road.

Last week when Mr. Smith, Webber and Hill were over this project and this portion was checked over and discussed and a decision was made to place an additional four inches of clean base material on top of this questionable material. In addition to this it is planned to place four inches of AC instead of the contract amount of three and one-half inches.

Very truly yours,

A. F. Parsons
Division Engineer

AFP:gb
cc - A. J. Wallace

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F - 148 (14)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1954

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

We are in receipt of laboratory reports numbered 346407, 408, and 409 on the Sage Hen Hill-Hines Contract No. 4148, all of which indicate excess P.I.

On September 7 Mr. Dickmore advised that extreme care would be taken in the use of this pit and that if objectionable material continued that the pit would be abandoned in favor of a cinder pit. In view of these reports it would appear that that solution would be necessary. In any event, will you please take the necessary steps to see that this situation is corrected immediately.

This letter confirms my telephone call to Mr. Cannon this morning.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
Alvin Wallace

RECEIVED
SEP 17 1954

RECEIVED
SEP 20 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	F-148(16) Sage Hen Hill-Hines	Prefix No.	13-1030
Highway	Central Oregon	County	Harney
Contractor	J. C. Compton Co.	Contract No. 4148	F. A. Project No. F-148(16)
Submitted by	Alwin J. Wallace		Date reported Sept. 14, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Pit. M.P. 115.72, Sta. 952+50 Sampled at 10' Rt. Sta. 980
To be used Sel. Roadbed Topping Date received Sept. 8, 1954
Sampled by W. P. Milne Quantity represented

TEST RESULTS

Laboratory No. 346407
Data Sheet No. A-36530A

Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	0.8	0.8	
1	5.7	6.5	
3/4	3.3	9.8	
1/2	5.3	15.1	
1/4	17.6	32.7	
10	22.4	55.1	
40	13.5	68.6	
P40	31.4	31.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	3	%
Manufactured fines		%
Liquid limit: Natural fines	32	%
Manufactured fines		%

Dd	%W
98.8	16.9
102.1	18.6
103.7	20.4

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Triaxial tests indicate additional material required.

TRIAXIAL SHEAR

	100	100
%W	20.4	22.3
Z/R	.75	2.20
Z inches	6	18
Φ°	31.5	7
c psi	6.5	2
R	76	25

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

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SEP 15 1954
STATE HIGHWAY DEPT.

Engineer of Materials

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Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Sage Hen Hill-Hines
Highway: Central Oregon
Contractor: J. C. Compton Co.
Submitted by: A. J. Wallace
Contract No. 4148
Prefix No. 13-1030
County: Harney
F. A. Project No. F-148(16)
Date reported: Sept. 14, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Pit. M.P. 115.72. Sta. 952+50
Sampled at: 10 ft. rt. Sta. 1023+25
To be used: Sel. Roadbed Topping
Date received: Sept. 8, 1954
Sampled by: W. P. Milne
Quantity represented

TEST RESULTS

Laboratory No. 36408
Data Sheet No. A-36530-B
Type of material: Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	2.4	2.4	
1½	2.8	5.2	
1	7.0	12.2	
3/4	3.5	15.7	
1/2	6.3	22.0	
1/4	18.5	40.5	
10	17.5	58.0	
40	11.5	69.5	
P40	30.5	30.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%

Dd	ϕ w
95.2	17.3
97.3	19.4
99.9	20.4
100.4	22.3

RECOMMENDATIONS

Material as represented by this sample ...is not... suitable for use. Excess P.I.
Triaxial tests indicate additional material required.

		TRIAXIAL SHEAR		
		100	100	100
ϕ	w	22.3	23.6	25.5
Z/R		1.00	1.15	2.35
Z	inches	8	9	19
δ	°	21.0	18.0	7.5
c	psi	5	3	0
R		60	52	23

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer — Parson
- x Resident Engineer — Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Sage Hen Hill-Hines
Highway: Central Oregon
Contractor: J. C. Compton Col.
Submitted by: A. J. Wallace
Contract No. 4148
Prefix No. 13-1030
County: Harney
F. A. Project No. F-148(16)
Date reported: Sept. 14, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Pit. M.P. 115.72, Sta. 952+50
Sampled at: Centerline, Sta. 1039
To be used: Sel. Roadbed Topping
Date received: Sept. 8, 1954
Sampled by: W. P. Milne
Quantity represented

TEST RESULTS

Laboratory No. 346409
Data Sheet No. A-36530-C
Type of material: Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	4.7	4.7	
2	6.1	10.8	
1½	5.0	15.8	
1	8.3	24.1	
3/4	4.0	28.1	
1/2	5.8	33.9	
1/4	14.7	48.6	
10	15.8	64.4	
40	10.4	74.8	
#40	25.2	25.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	4	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%

Dd	% w
102.3	13.9
104.7	15.2
106.8	16.1
108.0	18.3

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.
Triaxial tests indicate additional material required.

TRIAXIAL SHEAR

	100	100	100
% w	18.3	19.5	20.6
Z/R	.75	1.20	1.95
Z inches	6	10	16
S °	32.	17	9
c psi	5	4	2
R	74	50	30

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

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FORM E-20X 37½ 2-53 78756

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
Sept. 7, 1954

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SEP 9 1954
CONST. ENGR.

SUBJECT:

Mr. H. G. Smith
To Construction Engineer
Salem, Oregon

Attention: Forrest Cooper

Dear Mr. Cooper:

This is in confirmation of our tele hone conversation this date, and in response to Mr. Pease's letter of August 31, 1954, regardin the gravel pit on the Sage Hen Hill Project in Harney County.

Immediately upon receipt of the laboratory reports showing excessive PI, I contacted our Resident Engineer and instructed him to use the material from this source on the lower lift of the bottom course of the base until a personal inspection of the pit could be made by the Division Geologist and myself.

We proceeded to Burns immediately, completed our inspection and selected a section of the pit, which, from our inspection and field tests appeared to be the better part of the deposit, and we instructed the contractor to take material only from that portion of the pit.

We find that the deposits, according to our test and tests as reflected by the laboratory reports shows the deposit to be a border-line case. Practically all the tests were either slightly above or slightly below themaximum allowable PI limit.

We are following your suggestion in having our Geologist remain on the job and keep a tight job control. If it shows no improvement in the next couple of days, we will abandon the pit in favor of the cinder deposit, which is also specified for use on the project.

RECEIVED
SEP 11 1954

Very truly yours,

E. G. Bickmore

E. G. Bickmore
Ass't Division Engr.

EGB:fd
cc: E. A. Pease

REFERRED TO
Williams
By Ass't. Construction Engineer

RECEIVED
Form B-61—20M—1-54
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Sage Hen Hill-Hines			Prefix No.	13-1030
Highway	Central Oregon			County	Harney
Contractor	J. C. Compton Co.	Contract No.	4148	F. A. Project No.	F-148(16)
Submitted by	A. J. Wilace			Date reported	Aug. 31, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material MP. 115.72, Sta. 952+50 — Sampled at Pit

To be used Selected Roadbed Topping — Date received Aug. 30, 1954

Sampled by A. J. Wallace — Quantity represented 1500 c.y.

TEST RESULTS

Laboratory No. 345783

Data Sheet No. A26524

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	2.2	2.2	
1½	1.1	3.3	
1	3.7	7.0	
3/4	2.6	9.6	
1/2	8.5	18.1	
1/4	19.3	37.4	
10	23.7	61.1	
40	15.2	76.3	
Pan	23.7	23.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	3	%
Manufactured fines		%
Liquid limit: Natural fines	30	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

RECEIVED
FOR FILING
FORM E20—50M—4-54—74586
F - [illegible]
4148

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1954

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

It is noted that Laboratory Report Nos. 345522, 345523, 345524 and 345525 on the Sage Hen Hill-Hines Contract No. 4148, shows an excessive amount of P.I.

If you have not already done so, please take immediate steps to see that this material is not used. This letter confirms Mr. Cooper's telephone call to you this morning.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
Alvin Wallace

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTICE
W. C. WILLIAMS

Project	Sage Hen Hill-Hines			Prefix No.	13-1030
Highway	Central Oregon			County	Harney
Contractor	J. C. Compton Co.	Contract No.	4148	F. A. Project No.	F-148(16)
Submitted by	A. J. Wallace			Date reported	Aug. 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Mi. 155.72, Sta. 952+50, Central Ore. Hwy. Sampled at Pit

To be used Selected Roadbed Topping — Date received Aug. 26, 1954

Sampled by A. J. Wallace — Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 345523

Data Sheet No. A36519

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	4.1	4.1	
1	8.2	12.3	
3/4	3.0	15.3	
1/2	7.5	22.8	
1/4	17.6	40.4	
10	20.6	61.0	
40	13.1	74.1	
P40	25.9	25.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	4	%
Manufactured fines		%
Liquid limit: Natural fines	34	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Sage Hen Hill-Hines			Prefix No.	13-1030
Highway	Central Oregon			County	Harney
Contractor	J. C. Compton Co.	Contract No.	4148	F. A. Project No.	F-148(16)
Submitted by	A. J. Wallace			Date reported	Aug. 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material MP. 115.72. Sta. 932+50. Central Ore. Hwy. Sampled at Pit

To be used Selected Roadbed Topping — Date received Aug. 26, 1954

Sampled by A. J. Wallace — Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 345524

Data Sheet No. A36520

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	3.4	3.4	
1	3.8	7.2	
3/4	1.4	8.6	
1/2	5.2	13.8	
1/4	18.6	32.4	
10	22.1	54.5	
40	17.2	71.7	
P40	28.3	28.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	32	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ....is not suitable for use. Excess PI

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

Form E-61—2M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project Sage Hen Hill-Hines
Highway Central Oregon
Contractor J. C. Compton Co. Contract No. 4148
Submitted by A. J. Wallace

Prefix No. 13-1030
County Harney
F. A. Project No. F-148(16)
Date reported Aug. 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material MP. 115.72, Sta. 952+50, Central Ore. Hwy. Sampled at Pit
To be used Selected Roadbed Topping
Sampled by A. J. Wallace

Date received Aug. 26, 1954
Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 345525
Data Sheet No. A36523

Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	7.2	7.2	
1½	2.5	9.7	
1	8.3	18.0	
3/4	2.2	20.2	
1/2	8.3	28.5	
1/4	19.6	48.1	
10	20.7	68.8	
40	13.8	82.6	
#40	17.4	17.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	10	%
Manufactured fines		%
Liquid limit: Natural fines	35	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72212

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project F-[illegible] Sage Hen Hill-Hines
Highway Central Oregon
Contractor 4148 J. C. Compton Co.
Submitted by A. J. Wallace

Contract No. 4148

Prefix No. 13-1030
County Harney
F. A. Project No. F-14.8 (16)
Date reported Aug. 27, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M.P. 115.72 Station 952+50, Central Oregon Hwy.
Sampled at Pit

To be used Selected Roadbed Topping
Sampled by A. J. Wallace

Date received Aug. 26, 1954
Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 345521
Data Sheet No. A 36517

Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	4.9	4.9	
1½	3.5	8.4	
1	6.3	14.7	
3/4	3.2	17.9	
1/2	8.8	26.7	
1/4	20.4	47.1	
10	20.1	67.2	
40	10.6	77.8	
Pass	22.2	22.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	3	%
Manufactured fines		%
Liquid limit: Natural fines	44	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Wallace
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

NOTED
W. C. WILLIAMS

Engineer of Materials

State Printing 72213

RECEIVED
APR 23 1954
FOR FILING

File
4148

April 22, 1954

J. C. Compton Co.
Box 86
McMinnville
Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission April 6, 1954, as follows:

Contract No. 4148, covering the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

Contract No. 4149, for paving on the Burns(Foley Drive) City Street Section in Harney County.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 19 1954
FOR FILING

F-146(16)

11 17

April 16, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 19, 1954 on Contract No. 4143, Sage Hen Hill-Pines Section in Harney County, in connection with Federal Aid Project No. F-146 (16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

J. C. Williams
Deputy State Highway Engineer

MP:tp

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APR 8 1954
FOR FILING

F 145(16)
4148

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1954

SUBJECT: Sage Hen Hill-Hines Section
Central Oregon Highway
Harney County

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

The condemnation complaints have been filed on this section and as far as this department is concerned, the contract may be awarded.

Mr. Robert advised
W.C.W.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

NOTED
W. W. STAFFLER

RECEIVED
FOR FILING

OREGON DISTRICT
F-148(16)

1148

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

April 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-148(16), Sage Hen Hill-Hines Section of the Central Oregon Highway, we hereby concur as of this date in award of contract to J. C. Compton Company of McMinnville, Oregon, low bidder in the amount of $540,339.50 at the February 25, 1954 bid opening.

Very truly yours,

C. G. Polk

C..G. POLK
District Engineer

RECEIVED
APR 7 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

April 6, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and bridge construction work on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County, Project F-148 (16), to the J. C. Compton Co. of McMinnville, Oregon, on the basis of the bid of $540,339.50 submitted on February 25, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

RECEIVED
MAR 19 1954
FOR FILING

E E

F-1-1.5 (16)
1148

4 S

Cross Referenced To:
Const
R/W
Fences

March 3, 1954

Mr. Howard R. Delano, District Range Manager
Bureau of Land Management
Box 713
Burns, Oregon

Dear Mr. Delano:

Reference is made to your letter of February 4 in which you ask assistance from the State Highway Department in construction of a fence along U. S. Highway 20 between Riley and Hines, Oregon as a protection of highway traffic from hazards of live stock running at large on adjacent lands.

Your letter was brought to the attention of the members of the State Highway Commission at its meeting last week, and I am pleased to inform you that the Commission authorized the construction of fences along this highway section, designated as the Sage Hen Hill-Hines Section, at an estimated cost of $1,200. I thought that you would like to have the information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

RECEIVED
FOR FILING
Comptl
Bond Rcd
Blue Print
F-148(16)

February 26, 1954

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on February 25, 1954 accepted your bid in the amount of $540,339.50 for grading and paving on the Sage Hen Hill-Hines Section of the Central Oregon Highway westerly from Hines in Harney County which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC

Enclosure

RECEIVED
FOR FILING
Count
Jos Co. Rd
Bridge & Bldg
F-148(4)

Cross Referenced To:
Count
R/W
Bridges

February 16, 1954

Oregon State Highway Commission

Gentlemen:

With his letter under date of February 5 the Secretary furnished you a copy of a letter from Howard M. Dawson, District Range Manager of the Bureau of Land Management, U. S. Department of the Interior, requesting that cattle fences be erected along US20 when it is reconstructed between Riley and Hines. We are calling bids for the improvement of this project, designated as the Hope Ham Hill-Hines Section, at the February meeting.

Our investigations indicate that there is approximately one mile of fence not being provided for, this fence being through federally owned lands. All other properties along this section of highway are privately owned, and the fencing of the privately owned lands is being provided for in the right-of-way negotiations.

It will cost about $1,200 to fence the federal lands, and as stock along this section is a definite hazard to highway traffic I recommend that you approve inclusion of the fencing of the federal lands as a part of the right-of-way costs on this section.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. W. Enfield

WCW:ms hi

(4.-)

February 8, 1954

Mr. Howard H. Delano
District Range Manager
U.S. Bureau of Land Management
Box 713
Burns, Oregon

Dear Mr. Delano:

This acknowledges your letter of February 4, 1954 in which you ask assistance from the State Highway Department in the construction of a fence along US Highway 20 between Riley, Oregon, and Pines, Oregon, so as to eliminate hazards which, you state, exist by reason of livestock running at large on adjacent land.

I shall bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer for their information. When action has been taken, you will be informed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

IN REPLY REFER TO

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Box 713, Burns, Oregon

February 4, 1954

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

A serious problem exists along Highway U. S. 20 between Riley, Oregon and Hines, Oregon. Livestock grazing on lands adjacent to this highway create a serious hazard to motorists. Every year this office has reports of six to twenty, or more, cattle being struck by motorists. Livestock moving back and forth going to and from water and feed move across this highway. They also congregate and lie on the highway at night.

Besides the loss of livestock, there have been a number of serious automobile wrecks on this stretch. When the portion of this section is relocated and straightened, there will be a further hazard due to faster travel.

Fencing both sides of the highway would largely eliminate the hazard that now exists and will continue to exist under present conditions. This office has only limited funds for a fencing program and this fence would not be as important a benefit to administration of the Federal range as other proposed locations. The cooperation of your department in providing funds for fencing both sides of the highway where a fence does not already exist between Riley and Hines would be greatly appreciated. This office is not responsible for the livestock but is involved since livestock are licensed on Federal range from this office. Over half of the distance is now fenced, but it will be necessary to relocate some of the existing fence when the highway is relocated. This office will cooperate in a supervisory capacity for the actual fence construction. It is realized that you have other areas where similar hazards exist, but it is felt that this particular stretch is of extreme nature.

We will gladly provide any further information that we have and which you may desire.

Very truly yours,

Howard R. DeLano

Howard R. DeLano
District Range Manager

cc: Rod Cozad
State Highway Dept.
Bend, Oregon

RECEIVED
FEB 5 1954
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H B. GLAISYER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-148(16)
4115
F-148( )

February 10, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your January 28, 1954 request for individual project program change in Item 156, Project F-148(16), Federal-aid Primary Highway Program, Supplement No. 14, was approved by Acting Division Engineer F. E. Andrews February 3, 1954. This letter will confirm for the record our previous verbal notification in this matter.

The character of proposed work will now read: Grade and drain, 2-lane high type pavement, one bridge 65 feet; Total Cost $640,000, Federal Funds $384,000, State Funds $256,000; with length 13.30 miles.

Very truly yours,

C. G. POLK
District Engineer

By R. E. McMULLEN

R. E. McMULLEN
Program & Planning Engineer

RECEIVED
FEB 10

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-148(16)
4118

February 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project F-148(16), Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County are approved. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending advice all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
FEB 15 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

File

F-148(16)
414-E
6-148(16)

February 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project F-148(16), Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County are approved. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending advice all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
FEB 15 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 1 6 1954
FOR FILING

F-148 (11)
4148

January 14, 1954

Oregon State Highway Commission

Gentlemen:

We have completed our location survey for reconstruction of U.S. 30 between Sage Hen Hill and Hines, and I attach hereto a sketch map indicating the relocation. In general, the highway follows the route of the existing highway, but all sharp curvature in the present highway is eliminated so as to provide for modern highway alignment.

We plan to call bids on the Sage Hen Hill-Hines section in February if the right of way can be acquired. The right of way on the project is of a minor nature, and we do not anticipate any particular difficulty in the acquisition.

This matter will be on the next agenda, and your approval of the survey is recommended between station limits 6[illegible]+50 and 1637+66.4.

Very truly yours,

H. G. Williams
Acting State Highway Engineer

HGW:mm

Encl.

cc Mr. H. G. Smith

RECEIVED
1953
FOR FILING

Court
R/W.
Central Ore Hwy.

March 3, 1953

Mr. Charles H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

At the last meeting you discussed with me the request of the Harney County Court that construction of the Sage Hen Hill Section of the Central Oregon Highway be performed this year, if at all possible, as the section was breaking up very badly.

Mr. Williams had occasion to drive over this section last week, and he advises that there is some breakage, but that this occurs every spring and he sees nothing alarming in the present condition. All holes are patched out as rapidly as they appear, and Mr. Williams states that he was able to drive comfortably at a speed of 60 miles per hour over any portion where aligrment would permit such speed.

We will keep this section patched out and in good shape for traffic during this year, but should proceed next year to improve the section with the funds that are earmarked.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fp

OREGON STATE HIGHWAY DEPARTMENT

· Survey Approval Map ·

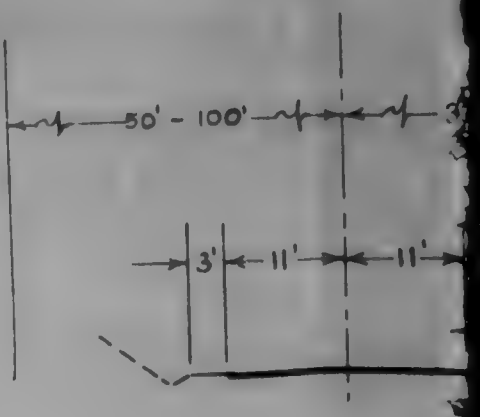
SAGE HEN HILL-HINES SECTION

CENTRAL OREGON HIGHWAY

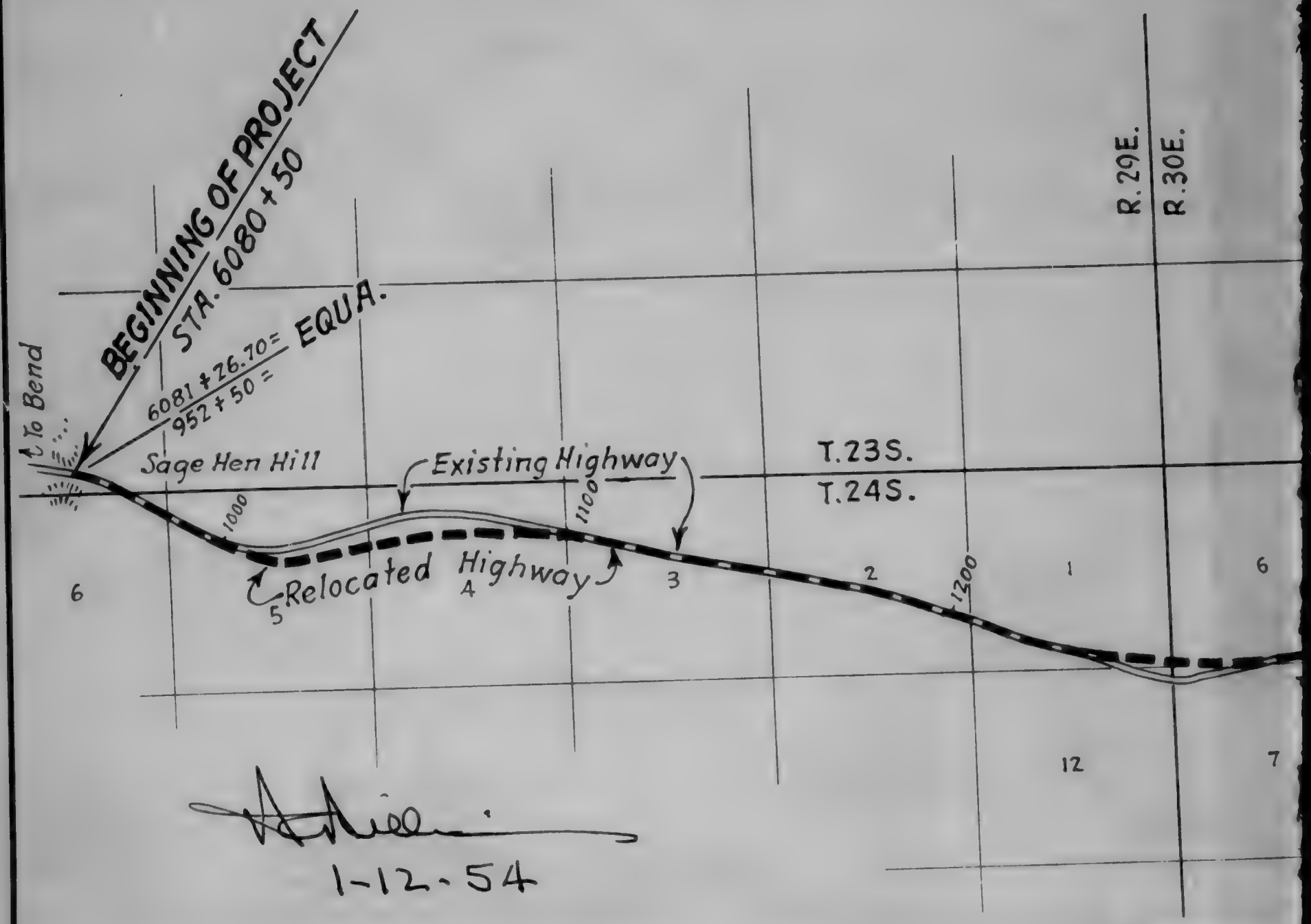
HARNEY COUNTY

Scale: 1" = 4000' Jan., 1954

For detail see 7B-7-9, 7B-25-13,14

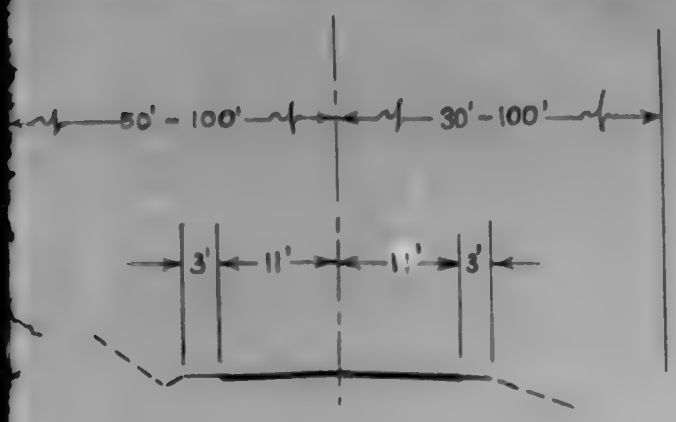


TYPICAL SEC



1-12-54

IR-5-487



TYPICAL SECTION

BURNS

HINES

R.29E.

R.30E.

END OF PROJECT
STA. 1637+64.04

26

Hines Mill

1600

Relocated Highway

35

1500

2

Existing Highway

1

6

5

4

3

1300

US 20

1400

12

7

8

9

10

313-1703 Burns (Foley Dr.) Paving Proj. 1954

#4140

R. M. Ba...

April 4th, 1956

FINAL COST ANALYSIS
Paving

Burns (Foley Drive) Section
Contract #4149

J. C. Compton, Contractor
Alvin Wallace, Resident Engineer

City Project
Prefix 313-1703

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Rock in Level Course and Shoulders	930	Cu. Yd.	$ 2.25	$ 2.40	$ 2,236.84	$ 2,092.50
Sprinkling	50	M/Gal.	2.50	2.12	105.89	125.00
3/4"-0 Rock in Binder	95	Cu. Yd.	4.00	3.82	362.54	380.00
MC-2 Asphalt in Binder	18.27	Ton	50.00	48.87	892.88	913.50
Class "B" Asphaltic Concrete	1,233.135	"	6.00	6.32	7,793.45	7,398.81
PA #1, Purchase Excess 85-100 Asphalt in Mix Over 7%	24.24	"	33.78	33.78	818.83	818.83
					$12,210.43	$11,728.64

Total Cost	$12,210.43
Gross Revenue	11,728.64
Net Loss	$ 481.79

Net Loss Equals 4.1% of Gross Revenue

Burns (Foley Drive) Section
Contract #4149

Detail of Cost

Labor:		
Labor	$1,595.26	
Labor Insurance	120.73	
Health and Welfare	60.32	
		$ 1,776.31
Materials:		
3/4"-0 Crushed Rock	$1,537.50	
Class "B" Mix	5,963.41	
MC-2 Asphalt	673.25	
85-100 Asphalt in Excess of 7%	818.83	
		8,992.99
Equipment Rentals & Misc. Supplies:		
Equipment Rentals	$1,047.78	
Gas, Oil & Grease	393.35	
		1,441.13
T o t a l C o s t		$12,210.43

RECEIVED
DEC 20 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) December 15, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1149	5 Post-Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24958	R-138369	$ 618.83	12/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Nov. 15, 1954 without penalty

Completion Date: Nov. 15, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

NOTED ON CARD
J.E.

Burns (Foley Drive) Section
Contract #4149

Remarks:

This was a "City Project" calling for the paving of 0.68 mile of street roadway on Foley Drive in the city of Burns in Harney County.

The contract was bid February 25th, 1954 and awarded April 6th, 1954; work started September 21st and the project was completed November 15th, 1954.

The contractor started hauling 3/4"-0 leveling course rock from his crushing setup located at Station 1309 on the Sage Hen Hill-Hines project with five 6 cu. yd. trucks, and the rock was handled on the street with a grader and a roller.

The Class "B" asphaltic concrete was mixed and hauled from his paving plant located at Station 1309 on the Sage Hen Hill-Hines project with six 6 cu. yd. trucks and was handled on the street with a Barber-Greene paver and a roller.

The contractor had fair bid prices and good equipment, but due to the high rock production cost a small loss was suffered.

R. D. Asburry
Chief Cost Analyst

By . . George Kayser

Nov. 21-1955

Check Burns '54 project for additional costs for asphalt in excess of 7% Gravity $818.83

Oct. 26, 1955 - 24.24 tons @ $33.78 = $818.83

RECEIVED
FEB 3 1955
FOR FILING
313-1705
4149

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
N. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 2, 1955

J. C. Compton Co.
Box 96
Prineville, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 18 had under discussion your request for an extension of time from October 31 to November 15, 1954 within which to complete your contract No. 4149, for paving on the Burns (Foley Drive) City Street Section in Harney County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: . F. Parson,
Division Engineer

Irvin Wallace,
Resident Engineer

. L. Smith,
Construction Engineer

RECEIVED
FOR FILING

813-1763
4149

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4149	4-Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1186	R-114050	$ 500.00	1/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 30, 1954

Time Extensions: to Nov. 15, 1954 without penalty

Completion Date: Nov. 15, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-27-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
JAN 17 1955
FOR FILING

312-1703
41-1

January 17, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4149 for paving on the Burns (Foley Drive) City Street Section in Harney County was completed by the contractor, J. C. Compton Co., on November 15, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $10,909.81 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied. and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 31 1954
FOR FILING

213 - 1702
4141

December 30, 1954

Request for extension of time
No. 19
January 18 and 19 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from J. C. Compton Company for an extension of time on the Burns City Street Contract No. 4149 from October 31, 1954 to November 15, 1954.

All work on this project was completed by November 1 with the exception of some minor shoulder work, which in no way inconvenienced the public or added to the cost of the project.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:jv mc

Enclosure

cc Mr. H. G. Smith

RECEIVED
DEC 24 1954
FOR FILING

313 - 1703
4149

December 24, 1954

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. on contract No. 4149, for paving on the Burns (Foley Drive) City Street Section in Harney County. This payment, in the amount of $903.44, will be released to the contractor on or after January 3, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

[illegible] State Highway Commission

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1954

313-1713

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 11, 1954

Section Burns (Foley Drive)

Highway City Street

Contractor J. C. Compton Co.

Date of contract April 6, 1954

Date work started September 21, 1954

Project authorization . . . . . $ 13,401.56
Exclusive of Engineering . . . . . $ 12,448.56

Engineering authorization . . . . . $ 953.00

Engineering cost to date $ 475.11 Total Used %

Kind of work Paving

Section prefix 313-1705

Contract number 4149

Date of completion September 30, 1954

Estimated date of completion November 15, 1954

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 10,909.81

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed November 15, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Estimate submitted to Division Office December 7, 1954

FINAL REPORT FOR THIS PROJECT

NOTED
OSCAR A. CUTLER

RECEIVED
1954

Signed Alvin J. Wallace

Address Burns

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 15 1954
FOR FILING

313-1903
4149

November 8, 1954

J. C. Compton Co.
Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from September 30, 1954 to October 30, 1954, within which to complete your contract No. 4149, for paving on the Burns (Foley Drive) City Street Section in Harney County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
[illegible] HIGHWAY COMMISSION

By
Floyd Avery, Assistant Secretary

cl

cc: J. J. Carson,
Division Engineer

Alvin Wallace
Resident Engineer

E. G. Smith
Construction Engineer

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Oregon State Highway Commission

Request for extension of time
No. 12
October 28 and 29 Meeting

Gentlemen:

Herewith is a request from J. C. Compton Company for an extension of time on the Burns (Foley Drive) Section, Contract No. 4149, from September 30, 1954 to October 30, 1954.

The contractor bid this project at the same time that he bid the Cape Sun Hill-Vines Section, with the anticipation of paving both jobs at the same time. He was unable to do any paving on the latter job until October 4 but will immediately complete this contract.

There has been little inconvenience to the public or to the State, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
APR 23 1954
FOR FILING

313-17
4149

April 22, 1954

J. C. Compton Co.
Box 86
McMinnville
Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission April 6, 1954, as follows:

Contract No. 4148, covering the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

Contract No. 4149, for paving on the Burns(Foley Drive) City Street Section in Harney County.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 16 1954
FOR FILING

513-1703
1/1419

April 16, 1954

REGISTERED MAIL

J. C. Compton Company
McMinnville, Oregon

Gentlemen:

Attached is the State Treasurer's check No. 13475 in the amount of $600.00 which is the amount of the deposit you submitted with your bid on February 25th for the Burns (Foley Drive) Paving Project in Burns. This deposit is being returned as the contract for this project has been executed.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

Encl.
Attach.

cc - Mr. J. G. Kerr
Accounting Division

SIG UNANDER
State Treasurer

State of Oregon

Treasury Department
Salem

April 15, 1954.

Oregon State Highway Commission,
State Highway Building,
Salem, Oregon.

Attention Mr. H. B. Glaisyer, Secretary.

Gentlemen:

In compliance with your request of April 14, 1954, we are enclosing herewith state treasurer's check No. 13475, drawn on the Salem Branch of The First National Bank of Portland, in favor of J. C. Compton Company, for $600.00. to refund to the said company the amount deposited by them, in connection with their bid for highway construction.

Yours very truly,

SIG UNANDER, State Treasurer,

By E. W. Peterson
Cashier.

EWP:cp
Enclosure

Query
Please send this check to Compton Co. on per usual practice
HBS

RECEIVED
FOR FILING
31 - 1 - 2
-11-1

AGENDA
MAY 11 '954
3a-1

April 6, 1954

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on February 25, 1954 accepted your proposals for grading and paving and construction of a reinforced concrete bridge on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County for the sum of $548,339.50, and for paving Foley Drive in Burns, Harney County, for the sum of $11,812.50. The Sage Hen Hill-Hines Project was referred to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval of the Bureau of Public Roads was received. The Burns Paving Project was referred to the Engineer with authority to award the contract to you as soon as necessary right of way was acquired. This note is to inform you that such conditions have now been satisfied and the State Highway Engineer today awarded you the contracts in conformity with the Commission's authorization. The Sage Hen Hill-Hines Project has been assigned Contract No. 4148, and the Burns Paving Project is Contract No. 4149.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: R. G. Savage (SHAC)
H. G. Smith
S. H. Prebert
G. S. Paxson
Goldie Lewis

E. K.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

April 6, 1954

J. C. Compton Company
McMinnville, Oregon

Contracts for grading and paving Sage Hen Hill-Hines Section of Central Oregon Highway and Burns Paving Project in Harney County for which you submitted low bid on February 25, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

cc: Accounting (5001-900)
Files
C. W. Head

Secretary

rn
Attach: 1

RECEIVED
MAR 24 1954
FOR FILING

313-1703

4147

Burns

Salem, Oregon
March 3, 1954

MISC. CONTRACTS and AGREEMENTS No.

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Burns covering the improvement of Foley Drive from Broadway to the north city limits, a distance of approximately 0.70 mile, in connection with the Special City Allotment Fund.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Burns, Oregon.

Yours very truly,

Secretary

rn
Attach: 1

RECEIVED
MAR 3 1954
FOR FILING

Fin. & Accts
Allocations
To Cities

March 3, 1954

Mr. Geo. P. Hughet, City Recorder
City Hall
Burns, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Burns covering the improvement of Foley Drive from Broadway to the north city limits, a distance of approximately 0.70 mile, in connection with the Special City Allotment Fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

FORM E-30 20M 8-51 52515

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement between the State and City of Burns covering the Special City Allotment project on Foley Drive in Burns.

Two copies of the agreement have been executed by the city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

APPROVED BY HIGHWAY COMMISSION
DATE 12-10-53 page 37 minutes
W. H. Searing Jr.
Secretary

RECEIVED
1954
ENGINEER

RECEIVED
MAR 1 1954
FOR FILING

213-1701
4111

February 26, 1954

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on February 25, 1954 accepted your bid in the amount of $11,812.50 for the Burns (Foley Drive) Paving Project in Burns, Harney County which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franswa, SIAC

Enclosure

CITY OF BURNS, OREGON

February 10, 1954

********** RESOLUTION **********

WHEREAS the City of Burns, Oregon, has heretofore made application to the State Highway Commission for street construction aid under the provisions of ORS 366,800 and 366,805, and

WHEREAS the State Highway Commission has accepted such application in the attached agreement for the improvement of FOLEY DRIVE, from Broadway to the North city limits, a distance of approximately 0.70 miles,

NOW THEREFORE BE IT RESOLVED by the Common Council of the City of Burns, Oregon, assembled in Regular Session, that its Mayor and Recorder be authorized to execute said agreement, accepting the terms and conditions thereof.

CITY OF BURNS, OREGON

By F. A. Tenley
Mayor

By Geo. P. Hughes
Recorder

CITY OF BURNS, OREGON

February 10, 1954

********** RESOLUTION **********

WHEREAS the City of Burns, Oregon, has heretofore made application to the State Highway Commission for street construction aid under the provisions of ORS 366,800 and 366,805, and

WHEREAS the State Highway Commission has accepted such application in the attached agreement for the improvement of FOLEY DRIVE, from Broadway to the North city limits, a distance of approximately 0.70 miles,

NOW THEREFORE BE IT RESOLVED by the Common Council of the City of Burns, Oregon, assembled in Regular Session, that its Mayor and Recorder be authorized to execute said agreement, accepting the terms and conditions thereof.

CITY OF BURNS, OREGON

By T. A. Fenley
Mayor

By Geo. P. Hughett
Recorder

NOTED
J. W. CATTRALL

NOTED

February 5, 1954

Mr. George P. Hughet
City Recorder
Burns, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Mr. Hughet:

The State Highway Commission plans to call for bids at its February meeting for the paving project on Foley Drive. Enclosed are three copies of an agreement covering the project. This agreement is in accordance with the Special City Allotment project as requested by the City and approved by the State Highway Commission.

Will you please have the City Council pass an ordinance or resolution, in accordance with the City Charter, authorizing the Mayor and Recorder to sign the attached agreement, and enclose a copy of this instrument with the agreements.

As the contract will not be awarded until signed copies of this agreement are in our hands, it would be appreciated if you would return all copies, signed by the Mayor and Recorder with their signatures attested by a third party, and with ordinance or resolution number and date of passage entered, to this office prior to February 15th. After signature by the State Highway Commission, a fully executed copy will be returned for the City's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

NOTED
J. W. CATTRALL

December 17, 1953

NOTED
Harold C. Ayers

Mr. Geo. P. Hughet
City Recorder
Burns, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

The State H ghway Commisaion at its December 10-11, 1953 meeting approved a project in the City of Burns to be constructed from the 1954 Special City Allotment fund as provided for in paragraph 149, Oregon Laws 1949.

The project was approved on the basis of the City paying all costs of the project in excess of $15,000. The project as approved provides for the placing of leveling course and asphaltic concrete pavement 20' wide on Foley Drive from Broadway to north city limits, a distance of approximately 0.7 mile.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:as

~~Foley~~
No 62

Birnie

Preliminary Estimate

Foley Drive from Broadway to N. City limits, a distance of approximately 0.70 mile

Place leveling course and 3" asphaltic Concrete pavement 20' wide.

Blade Grader	24 hrs	$ 12.00	$ 288.00
3/4"-0 in base & shoulders	600 Cu yds	3.00	1800.00
Sprinkling	20 M gal	4.00	80.00
3/4"-0 in leveling Course	100 Cu yds	4.00	400.00
Class "B" Asphaltic Concrete	1580 tons	7.25	11455.00
RS2 in binder	16 tons	60.00	960.00
			$ 14983.00
Preliminary Estimate & Control			1872.88
12½% Engineering & Contingencies			400
			$ 17,255.88

Preliminary Engineering

$ 17,300

$ 15

7062

Burnt 10-6-53

Investigated condition and use of Foley Drive and Called on City Recorder Geo P. Hughes and went with him over possible methods of repairing street.

Mr. Hughes said City would burn off weeds + grass from drainage area, clean out ditches and culverts repaired; would place 6" of additional gravel and keep bladed this fall + winter if state could agree to do the paving.

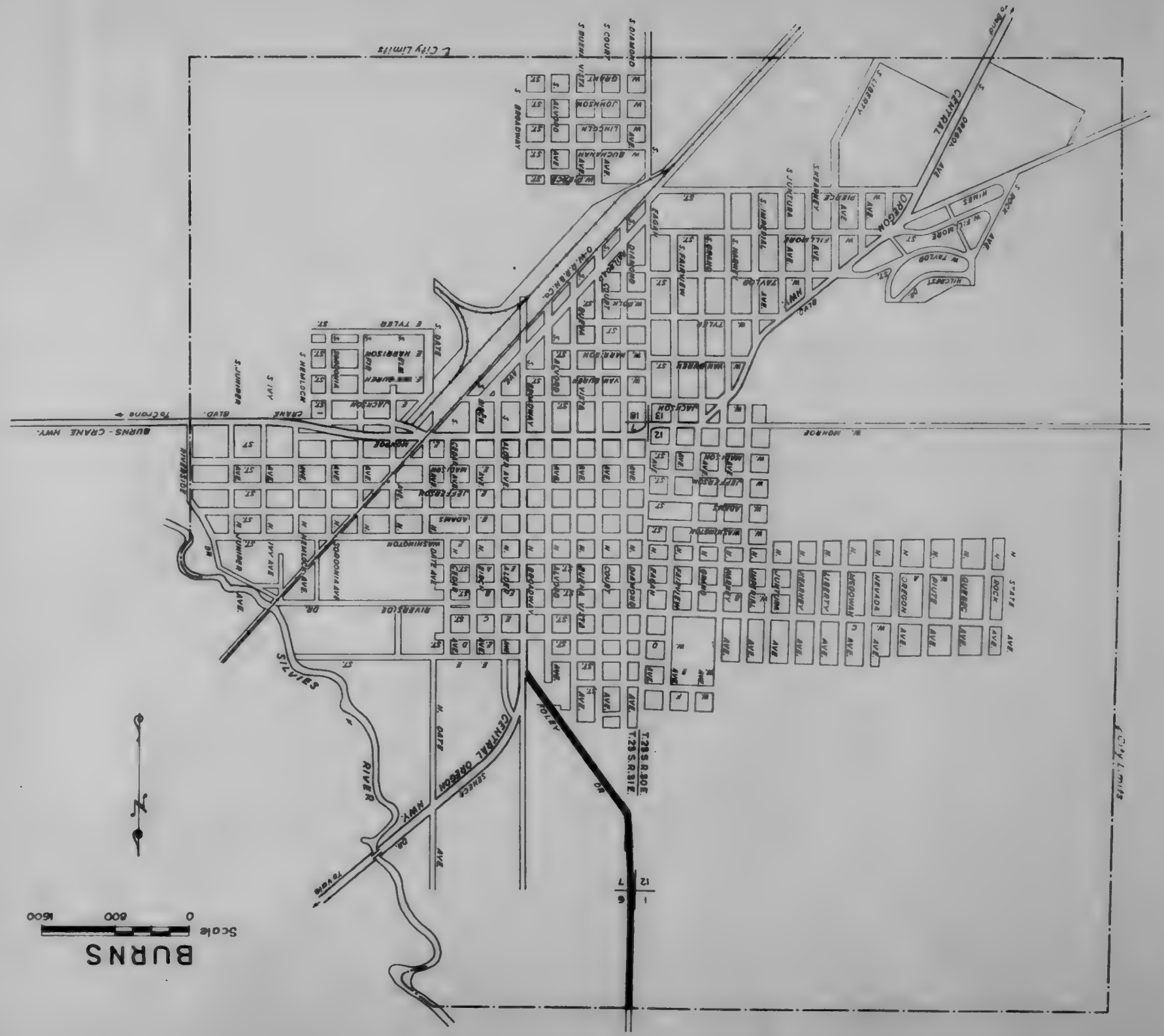
He further stated that the city had to spend practically all of their street tax funds on this street, but could not keep it in repair. City would work better on costs.

The traffic count on this street shows very heavy traffic many log trucks and farm produce trucks. and is in bad condition.

This street was at one time oiled.

Believe we can recommend a project on Foley Drive

H Clyma


BURNS
Scale 0 800 1600
BURNS - CRANE HWY.
To Crane
CRANE BLVD.
S. HEMLOCK
S. IVY
S. BROADWAY
S. BUCHANAN
S. COOK
S. DIAMOND
E. TYLER
S. DATE
W. MONROE
S. MONROE
S. FAIRVIEW
S. CENTURA
S. CENTRAL
S. LIBERTY
OREGON AVE.
S. ROCK AVE.
W. TAYLOR
W. FILLMORE ST.
NICKNEY DR.
HWY.
O-W.R.&N.CO.
RIVER
SILVIES
CENTRAL OREGON STREET HWY.
DR.
TO CRANE
T.23 S. R.30 E.
T.23 S. R.31 E.
City Limits

No 692

FORM S-120 [illegible] REVISED 2-52

No. 630

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM
September 2, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Mr. George P. Hughet
City Recorder
Burns, Oregon

NOTED
Harold C. Ayers

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Burns requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1954 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

P.S. We are returning one copy of the resolution for the city's records.

JWC

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of BURNS is an incorporated city of the State of Oregon, and has a population of 3093, as given by the latest official census, and

WHEREAS, the following streets of said city, Foley Drive, and North Diamond Avenue,

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in [redacted] special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Foley Drive, and North Diamond Avenue,

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of BURNS does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Geo. P. Hughet as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 31st day of August, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

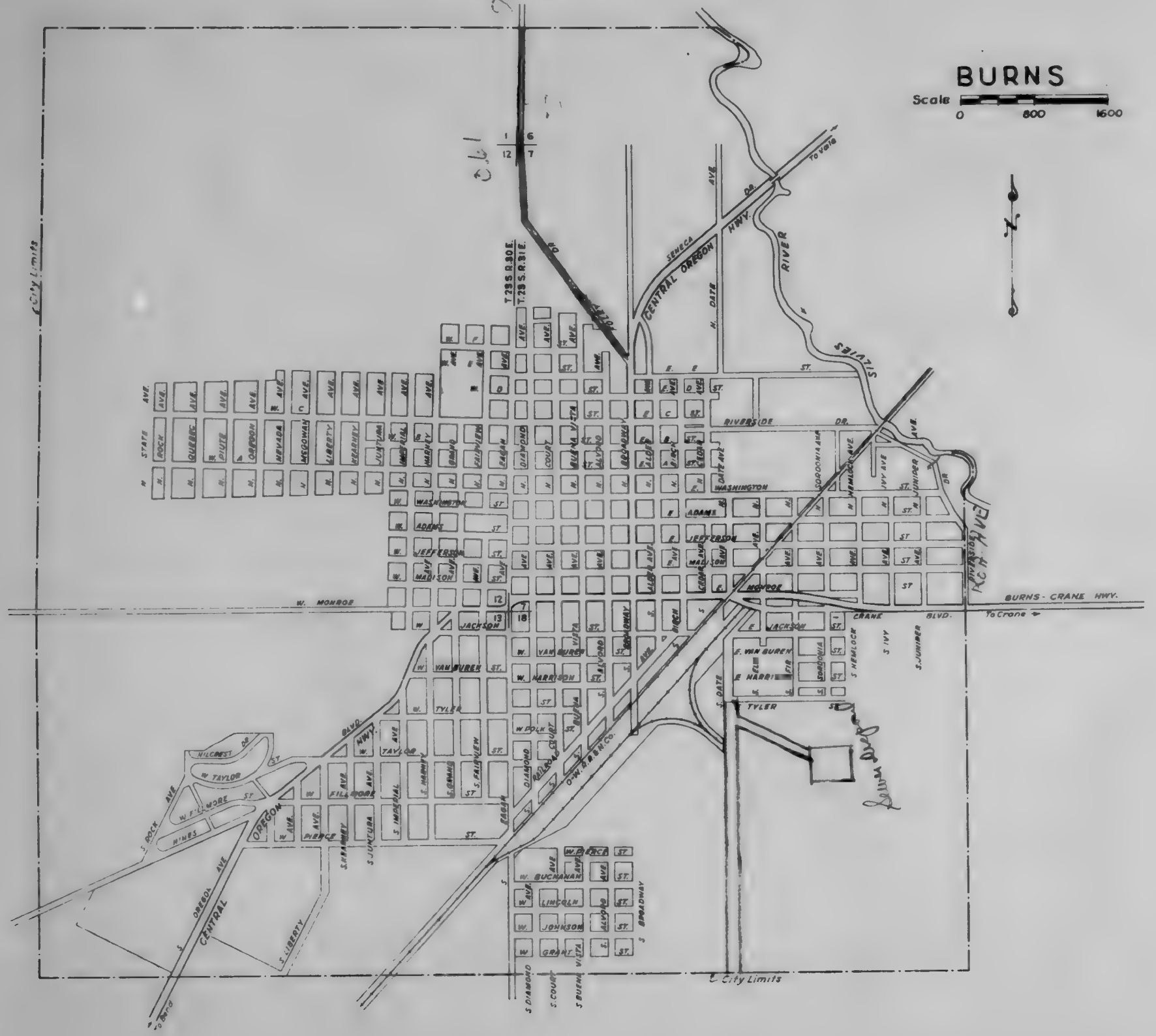
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of BURNS at a [redacted] special meeting of said Council, held on the 31st day of August, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 31st day of August, 1953.

Geo. P. Hughet
City Recorder

BURNS

Scale 0 800 1600



Rev 8-49

BURNS, OREGON

F. A. FENLEY
MAYOR

G. R. BENNETT
WALT DICKENSON
G. V. SHOOK
M. O. TIMMS
COUNCILMEN

WM. CRAMER
ATTORNEY

GEO. P. HUGHET
RECORDER AND
PURCHASING AGENT

L. J. LARSEN
CHIEF OF POLICE

JOHN H. WEARE, M. D.
HEALTH OFFICER

FRANK V. DESILETS
TREASURER

JAMES RICHARDSON
FIRE CHIEF

August 25th 1953

MAILED
J. W. CANTRALL

John W. Cantrell
Engineer, County & City Relations
State Highway Dept.
Salem, Oregon

Dear Mr. Cantrell:

Will you please send me the proper forms for making application for street construction from the special fund of $250,000.00 as provided by Chapter 371, Oregon Laws, 1943 as amended.

During the rush of summer work I have forgotten this until the zero hour.

Very Truly Yours
Geo. P. Hughet
Geo. P. Hughet
City Recorder
Burns, Oregon

Forms sent
8-28-53

RECEIVED

336-1709 Carlton (W. Main St.) Grad. 1954
and Paving Proj.
#4150

Form A-150—10M—12-54

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 42450

City of Carlton
Carlton, Oregon

RECEIVED
NOV 28 1955

Date November 25, 1955

Your Req. No.

Billing Request No. cc-201

Attn: Mrs. Loal Crites, City Recorder

Credit distribution: 336-1709-295

Corrected final cost on agreed City of Carlton's share of 1954 Special City Allotment Project for grading and paving W. Main Street Covered by agreement dated April 2, 1954 City to pay all costs in excess of $15,000.00.

Total costs as per attached statement	16,728.15	
Less agreed State share	15,000.00	
Corrected City Share		1,728.15
Total costs as previously billed on our invoice No. 39716	16,047.48	
Less agreed State share	15,000.00	
City Share		1,047.48
Additional amount due		$ 680.67

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

Balance Due from City.....	$ 173.15
Plus Amt. Refunded to City in Error 6/15/55.	507.52
Corrected Total Due from City.....	$ 680.67

Will you please call this matter to the attention of the City Council and, at your convenience, send a check in the amount of $680.67 made payable to the Oregon State Highway Commission. Your cooperation in this matter will be very much appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

HCA:mm

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

November 21, 1955

Mrs. Lola Crites
City Recorder
Carlton, Oregon

NOTED
J. F. HAGELMANN

Dear Mrs. Crites:

On June 16, 1955 the State Highway Department sent an invoice to the City of Carlton covering the city's share of the cost of the 1954 Special City Allotment project for grading and paving West Main Street.

In this invoice the cost of the survey was erroneously shown as $12.60 and due to this error the city was refunded $507.52; however, the survey cost actually was in the amount of $693.27 and the city should have been billed for $173.15.

In a recent audit the corrected final cost for the grading and paving of West Main Street is as follows:

Advance Deposit			$1,555.00
Contract Items	$14,284.05		
Construction Engineering	1,750.83		
Survey	693.27		
Total Cost		$16,728.15	
Less Agreed State's Share		15,000.00	
City's Share			$1,728.15
Balance Due from City			$ 173.15
Plus Amt. Refunded to City in Error 6/15/55.			507.52
Corrected Total Due from City			$ 680.67

Will you please call this matter to the attention of the City Council and, at your convenience, send a check in the amount of $680.67 made payable to the Oregon State Highway Commission. Your cooperation in this matter will be very much appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

HCA:mm

Caretan 11-22-55

Contacted Mrs. Lola Criter re additional funds and she reported that due to one year having passed since final costs were originally sent it would take Council action in order to pay additional funds.

She also stated that inasmuch as city had signed agreement to pay all costs over $15,000, the city would naturally have to pay the added costs.

advised her the city would be sent a corrected invoice in the near future.

H B Clyce

Caretan 11-22-55

Contacted Mrs. Lola Criter re additional funds and she reported that due to one year having passed since final costs were originally sent, it should take Council action in order to pay additional funds.

She also stated that "inasmuch as city had signed agreement to pay all costs over $15,000, the city would naturally have to pay the added costs.

advised her the city would be sent a corrected invoice in the near future.

H Clyne

~~331~~

336-1709 — Const.
336-1468 — Survey.

1954 336.14.8 693.27 —
201 1428405
17508 3
16728.15

Collected from City 1555
Refunded to City 507.52
Total Received from City 1047.48
Due from City 680.67

1428405
17508 3
16034.88
693.27
16,728.15

1555
507.52
1047.48

~~1555~~

16728.15
1047.48
680.67

1428405 - Plant

Vicinity

336-1469 — 714.01
336-1711 14858.27
15,772.28

1728.15
1558
173.15

173.15
507 52
680.67

To
336-1709 — 12.60
126.
Due
336-1709 265

1555
173.15
1,728.15

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

City of Carlton — Contract No. 4150 — November 22, 1955

West Main Street Section — Completed 9/30/54

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Structural excav., unclass.	c.y.	$ 5.00	8.16	$ 40.80
2. General excav., unclass.	c.y.	1.25	1,712.6	2,140.75
3. 12" corrugated metal pipe	l.f.	3.00	--	--
4. Adjustment of manholes	each	50.00	4.	200.00
5. 3"-0" material in base	c.y.	3.55	1,844.	6,546.20
6. 3/4"-0" " " " & shldrs.	c.y.	3.70	298.	1,102.60
7. Sprinkling	M/gal.	2.50	31.5	78.75
8. 3/4"-0" mat'l. in binder course	c.y.	3.95	16.	63.20
9. RC-3 asph. in binder course	ton	45.00	2.67	120.15
10. Class B asphaltic concrete	ton	9.00	431.52	3,883.68
PA #1 Adjust monument box	all	85.00	100%	85.00
PA #2 8" concrete pipe	l.f.	1.26	39.	49.14
8" corrugated metal pipe	l.f.	2.19	262.	573.78
Bid deduction	all	600.00	--	600.00 credit

Subtotal...	$14,284.05
Construction Engineering...	1,750.83
Survey...	693.27
TOTAL COST...	$16,728.15

AGREED CITY SHARE

Total Cost.....	$16,728.15
Less Agreed State Share..	15,000.00
Agreed City Share.....	$ 1,728.15
Bal. Adv. Deposit fund...	1,047.48
BALANCE DUE STATE.....	$ 680.67

City Advance Deposit=	$1,555.00
Less Refund 6/16/55	507.52
Balance Adv. Deposit=	$1,047.48

JFH:mm

NOTED
R.B. GLAISYER

[illegible]
[illegible] 3, 1950

[illegible]

[illegible]

[illegible]

STATE OF OREGON)
) ss.
County of Yamhill)

TO: Floyd Young

IN THE NAME OF THE STATE OF OREGON, you are hereby commanded to appear before the grand jury of the County of Yamhill, State of Oregon, at the Courthouse in McMinnville, Oregon, on the 10th day of September, 1955 at 10:00 o'clock A. M., as a witness before said grand jury. You are required also to bring with you the following: State of Oregon Highway contracts numbered 3937, 4150, 4151 and 4296 awarded to W. G. Wright and other records of the State Highway Commission showing the completion date of each of said above numbered contracts.

Dated the 2nd day of September, 1955.

/s/ Elliott P. Currins
District Attorney
Yamhill County, Oregon

STATE OF OREGON)
) ss.
County of Marion)

I hereby certify that the above and foregoing is a true and correct copy of the original subpoena now in my hands for service

Denver Young,
Sheriff
By /s/ Kaust
Deputy

Form A-150—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CAFFALL

NOTED
Harold C. Ayers

Invoice No. **39716**

Date June 16, 1955

Your Req. No.

Billing Request No. cc-172

Credit distribution: 336-1709-895

City of Carlton
Carlton, Oregon

Attn: Laura Goodell, City Recorder

RECEIVED
JUN 20 1955
ENGINEER
COUNTY ROAD DEPT.

Agreed City of Carlton's share of the 1954 Special City Allotment project for grading and paving W. Main Street. Covered by agreement dated April 2, 1954. City to pay all costs in excess of $15,000.

	Advance Deposit		1,555.00
Contract Items	14,284.05		
Construction Engineering	1,750.83		
Survey	12.60		
Total cost		16,047.48	
Less: Agreed State Share		15,000.00	
Balance due			1,047.48
To be refunded			$ 507.52

ACKNOWLEDGMENT OF FILING REQUEST

Cash R... $ .....

By ....

Claims: None of record

Remarks:

Date: 12-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

NOTED U.S. Grant

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 29 '54

Ruth Rawlings

RECEIVED
FOR FILING

224-1169
415

(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT

(date) December 29, 1954

(EST. NO.) 2-Final

(CONTRACTOR) W. G. Wright

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4150			
26748	R-111796	$ 10,646.88	12/29/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1954

Time Extensions: to Sept. 30, 1954 without penalty

Completion Date: Sept. 30, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 30 54
Ruth Rawlings

RECEIVED
DEC 17 1954
FOR FILING

336-1709
4150

December 16, 1954

REGISTERED MAIL

General Casualty Company of America
Portland Service Office
209 SW Fourth Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4150 for work performed on the W. Main Street project in Carlton, Yamhill County was completed by the contractor, W. G. Wright, on September 30, 1954, and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $10,646.88 will be released to the contractor on or after December 27, 1954. The total contract amount is $14,284.05, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

de

NOTED ON CARD
GK

Form E-1—1054

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 16, 1954

Section Carlton (West Main St.)

Highway City Street

Contractor H. G. Wright

Date of contract April 4, 1954

Date work started August 23, 1954

Project authorization $16,044.64

Exclusive of Engineering $14,903.69

Kind of work Grading & Paving

Section prefix 336-1709

Contract number 4150

Date of completion August 31, 1954

Estimated date of completion September 30, 1954

Per cent of time elapsed 120.41 %

Estimated cost of completed project, exclusive of engineering $14,199.05

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $1140.95

Engineering cost to date $1727.48, 151.41 %

Date project was completed September 30, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi - Final completed and submitted to Division Office October 15,1954.

NOTED
B. A. MARTIN

Signed J. F. McGee

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.21	0.21			0.21
Miles partially completed	0	0			0
Miles completed	0.21	0.21			0.21
Total estimated quantities	1750	3092			430
Estimated quantities moved or placed to date	1712.6	2158			431.52
Average daily quantities	Extension Of Time Granted to September 30, 1954				
Average daily quantities necessary to complete project on time	Completed	Completed			Completed
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County; .....%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Showers		
Tuesday	"		
Wednesday	Fog Fair		
Thursday	" "		
Friday	"		
Saturday			

RECEIVED
OCT 11 1954
FOR FILING

October 11, 1954

Mr. [illegible] Wright
[illegible] Third St.
McMinnville, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time, from August 31 to September 30, 1954, within which to complete your contract No. 4150 for grading and paving on the Carlton (N. Main St.) Section in Yamhill County.

I am pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

GL

cc: J. D. Walker,
Division Engineer

John L. McGee,
Resident Engineer

G. G. Smith,
Construction Engineer

RECEIVED
SEP 22 1954
FOR FILING

226-719

September 21, 1954

Oregon State Highway Commission

Request for extension of time
No. 22
September 23 and 24 meeting.

Gentlemen:

Herewith is a request from W. G. Wright for an extension of time on the Jarlton (West Main Street) Project, Contract No. 4150, from August 31, 1954 to September 30, 1954.

This contractor was awarded three city paving jobs, and, at the request of the Engineer, completed the other two first. Extremely rainy weather delayed all three contracts and I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP:js er

RECEIVED
MAY 7 1954
FOR FILING

321-1721
4150

May 6, 1954

Mr. W. G. Wright
410 Third St.
McMinnville, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on April 7, 1954, as follows:

Contract No. 4150, for grading and paving on the Carlton (W. Main St.) Section in Yamhill County.

Contract No. 4151, for grading and paving on the LaFayette (Madison St.) Section in Yamhill County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encls.

Funded

RECEIVED
FOR FILING
- 1707
1

AGENDA
MAY 11 1954
3a-243

April 7, 1954

Mr. W. G. Wright
410 Third Street
McMinnville, Oregon

Dear Mr. Wright:

The State Highway Commission on April 1st accepted your proposals for grading and paving on West Main Street in the city of Carlton and on Madison Street in the city of Lafayette in Yamhill County for the combined sum of $73,913.40 and referred the contracts to the State Highway Engineer with authority to award them to you as soon as approval of the City of Carlton was received and the sum of $1,555.00 was deposited by the City. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today award you the contracts in conformity with the Commission's authorization. These projects have been assigned Contract Nos. 4150 and 4151.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ed

cc - R. G. Savage
C. V. Smith
S. V. Probert
Colonel Lewis

E.R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 7, 1954
11:00 a.m.

Mr. W. G. Wright
410 Third Street
McMinnville, Oregon

Contracts for grading and paving on West Main Street in Carlton and on Madison Street in Lafayette, Yamhill County, for which you submitted the low bid on April 1, 1954, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 8 1954
FOR FILING

5-6-11-1
4150

April 7, 1954

Lola Crites, City Recorder
City Hall
Carlton, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Carlton covering the Special City Allotment project on West Main Street from South Yamhill to South Cunningham Street in the City of Carlton.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 1954
FOR FILING

3-16-1709
41C2

Salem, Oregon
April 7, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Carlton covering the Special City Allotment project on West Main Street from South Yamhill to South Cunningham Street in the City of Carlton.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Carlton, Oregon.

Very truly yours

Secretary

EW
Attach: 1

REFERRED TO
BY SECRETARY

FORM S-20 3M4 9-51 53010

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1954

REFERRED TO
Mr. Glaeyes
By W. W. STIFFLER
for Agenda

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on W. Main Street from S. Yamhill to S. Cunningham Street in Carlton.

Two copies of the agreement have been executed by the proper city officials and are nov ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

ACTION APPROVED BY [illegible]
DATE December 10, 1953
H B Seaver

RECEIVED
APR 12 1954
FOR FILING

FORM E-50 25M 9-51
336-11 : 7
4150

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
April 5, 1954

INTER-DEPARTMENT CORRESPONDENCE

To: Mr. C. H. Mahon
Manager, Accounting Department

SUBJECT:

NOTED
W. C. WILLIAMS

Attached is Check No. 2068 in the amount of $1,555 from the City of Carlton. This check is in payment for the City's share in the cost of a Special City Allotment project as approved by the Highway Commission on December 10, 1953.

The project is now cleared for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By H. C. Ayers

H. C. Ayers
Field Engineer

HCA:MM
Att.

cc: S. H. Probert
W. C. Williams
Floyd Query

RECEIVED
APR 64

NOTED
Harold C. Ayers

April 5, 1954

Mrs. Lola Crites
City Recorder
Carlton, Oregon

NOTED
V. R

NOTED
J. F. HAGEMANN

Dear Madam:

On April 1, 1954, the State Highway Commission received a bid on the West Main Street Special City Allotment project in Carlton. The bid was made by W. G. Wright and the estimated total cost of the project based on this bid is as follows:

Contract Items	$14,861.90
Less reduction due to lump sum bid	600.00
	$14,261.90
Engineering and Contingencies	1,782.74
Survey	510.40
Total	$16,555.04

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with this project an advance deposit of $1,555 is required. Please make this deposit by means of a certified check payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM

RECEIVED
APR 6
FOR FILING

231 - 1761

April 5, 1954

Mr. C. C. Wright
410 Third Street
McMinnville, Oregon

Dear Mr. Wright:

The State Highway Commission on April 1, 1954 accepted your combination bid in the amount of $23,913.00 for the Carlton (West Main Street) Grading and Paving Project in Carlton and the Lafayette (Madison Street) Grading and Paving Project in Lafayette, both of which are in Yamhill County, which was the low combination bid received for those jobs. The Commission referred the bids to the Engineer with authority to award the contracts to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

FORM S-120 500M REVISED 8-53

NOTED
J. V. ATTRALL

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

March 5, 1954

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

Mr. Eugene Marsh
Attorney at Law
McMinnville, Oregon

Dear Mr. Marsh:

The Highway Department is at present discussing with the City of Carlton, Oregon, an expenditure out of the State Tax Street Fund for the purpose of improving certain streets within the City of Carlton. Expenditure of these funds necessitates an agreement between the Highway Commission and the City. We have been advised that you are the City Attorney for the City of Carlton, and I am, therefore, writing to you with respect to a question which has arisen. A proposed form of agreement has been prepared and submitted to the City of Carlton for its approval. The City of Carlton has approved the proposed agreement and has had the same executed by its mayor and city recorder. The action taken by the City was by resolution. Investigation in this office has revealed that Section 5, Chapter 3 of the Laws of Oregon of 1899, page 1102, provides that the City of Carlton shall not be bound by any contract or in any way liable thereon unless the same is authorized by ordinance. We have been unable to find any subsequent amendments of this provision.

It appears, therefore, that in order to be legally binding, the contract referred to above should have been authorized by ordinance rather than by resolution. I will greatly appreciate your advice as to whether the agreement should be resubmitted to the City for passage of an ordinance or whether subsequent additions or amendments to the City Charter make this unnecessary.

Within the past few days I have noted reports in the newspaper that you have decided not to run for re-election to the Senate. I was very sorry to read of this for I feel that your absence from the Senate will be a great loss to the State.

With kind personal regards, I am

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RECEIVED
MAR 8 1954
ENGINEER
COUNTY & CITY RELATIONS

RLM:avh
cc - John Cattrall

NOTED
J. W. CATTRALL

December 17, 1953

NOTED
Harold C. Ayers

Mrs. Lola Crites
City Recorder
Carlton, Oregon

NOTED
J. F. HAGEMANN

Dear Madam:

The State Highway Commission at its December 10-11, 1953 meeting approved a project in the City of Carlton to be constructed from the 1954 Special City Allotment fund as provided by chapter 149, Oregon Laws 1949.

The project was approved on the basis of the City paying all costs of the project in excess of $15,000. It is to consist of the grading placing of base rock and asphaltic concrete pavement on W. Main Street from S. Yamhill Street to S. Cunningham Street and is presently estimated to cost $15,300.

You will be contacted at a later date to work out details of thekproject and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JCA:as

#25

FORM E-122 5M8 REVISED 2-52

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM
April 22, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Mrs. Lola Crites
City Recorder
Carlton, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Dear Madam:

This is to acknowledge receipt of a resolution adopted by the City of Carlton requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1954 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

RECEIVED
APR 22 1953
ENGINEER
COUNTY & CITY RELATIONS

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Carlton is an incorporated city of the State of Oregon, and has a population of 1072, as given by the latest official census, and

WHEREAS, the following streets of said city, To be redone.

At the intersection of North Yamhill and West Main street, going West on West Main to the intersection of West Cunningham street.

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Are that portion of West Mainstreet from the intersection of North Yamhill to West Cunningham street.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Carlton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Harry Williams as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20th day of April, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

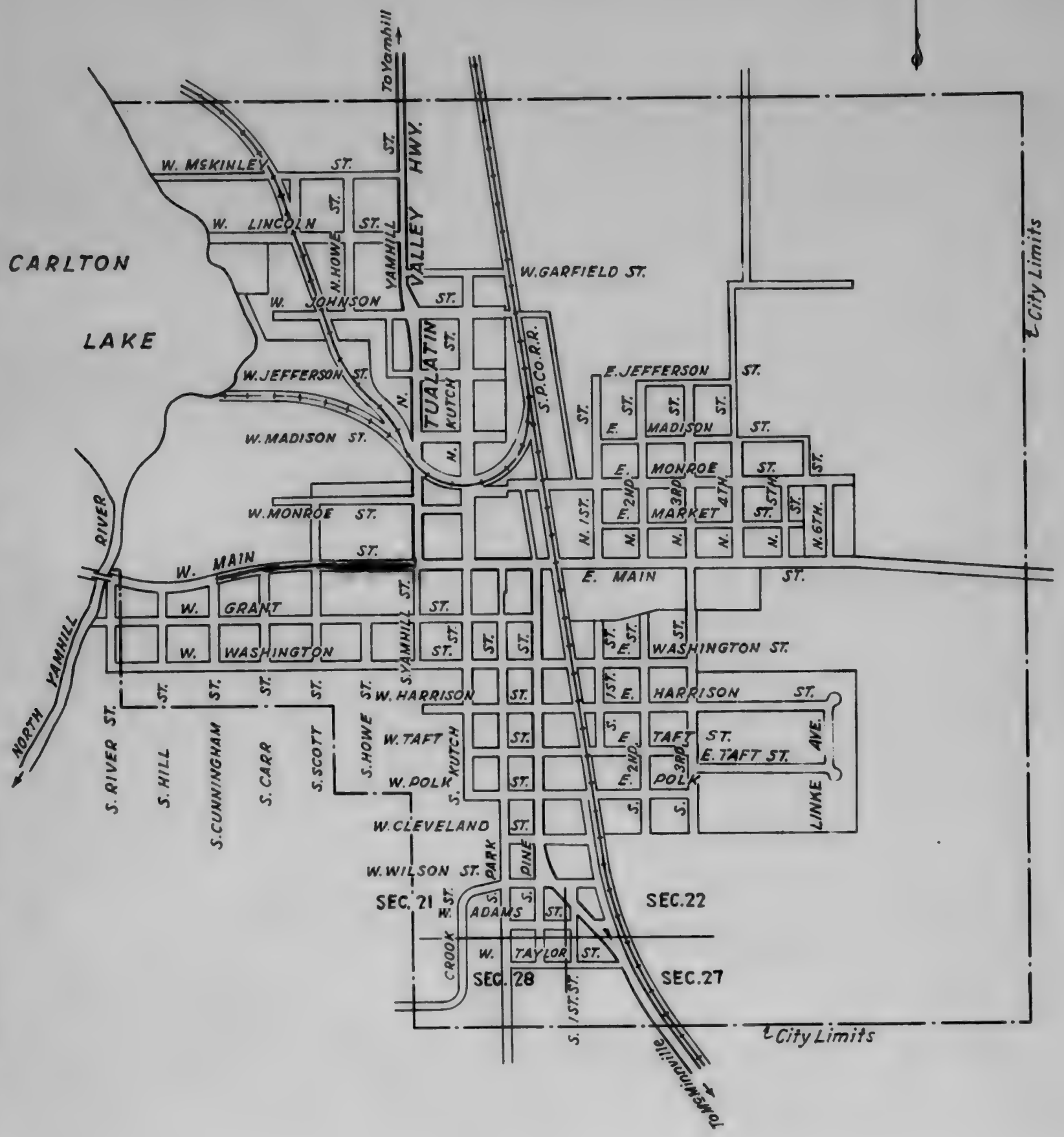
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Carlton at a regular or special meeting of said Council, held on the 20th day of April, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of April, 1953.

Lola Criter
City Recorder

CARLTON

Scale 1"=800



Rev. 8-30-49

336-1710 Lafayette (Madision St.) Grad. 19[illegible]
and Paving Proj.
#4151

111

[illegible]

[illegible]

[illegible]

STATE OF OREGON)
) ss.
County of Yamhill)

TO: Floyd Overly

IN THE NAME OF THE STATE OF OREGON, you are hereby commanded to appear before the grand jury of the County of Yamhill, State of Oregon, at the Courthouse in McMinnville, Oregon, on the 10th day of September, 1955 at 10:00 o'clock A. M., as a witness before said grand jury. You are required also to bring with you the following: State of Oregon Highway contracts numbered 3937, 4150, 4151 and 4296 awarded to W. G. Wright and other records of the State Highway Commission showing the completion date of each of said above numbered contracts.

Dated the 2nd day of September, 1955.

/s/ Elliott P. Currins
District Attorney
Yamhill County, Oregon

STATE OF OREGON)
) ss.
County of Marion)

I hereby certify that the above and foregoing is a true and correct copy of the original subpoena now in my hands for service

Denver Young.
Sheriff
By D. Foust
Deputy

RECEIVED
FOR FILING

336-1710
4151

(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 15, 1954

(EST. NO.) (CONTRACTOR)

1181	1-final	H. G. Nolan	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21079	B-106280	$ 9,531.91	10/14/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1954

Time Extensions: None

Completion Date: Aug. 27, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 19 1954

POSTED ON CARD

RECEIVED
OCT 1 - 1954
FOR FILING

October 30, 1954

General Casualty Company of America
[illegible] Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

State highway contract 4151 for grading and paving Madison Street in the City of Lafayette in Yamhill County was completed by the contractor, W. G. Wright, on August 27, 1954 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $9,534.91 will be released to the contractor on or after October 9, 1954. The total contract amount is $9,534.91, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

mm

cc - General Casualty Company of America
Gordon Carey Insurance Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD
9-30-54
mm

Form E-1—1086—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

336-1710

For Week Ending September 4, 1954

Section	Lafayette (Madison Street)	Kind of work	Grading & Paving
Highway	City Street	Section prefix	336-1710
Contractor	W.G.Wright	Contract number	4151
Date of contract	April 7, 1954	Date of completion	September 15, 1954
Date work started	August 9, 1954	Estimated date of completion	August 27, 1954
Amount of contract	$ 10,086.34	Per cent of time elapsed	88.27 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 9534.91

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 1323.59, 171.41 % Date project was completed August 27, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final completed and submitted to Division Office Friday.

Signed G. F. McGee

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.23	0.23			0.23
Miles partially completed	0	0			0
Miles completed	0.23	0.23			0.23
Total estimated quantities	566	1433			483.355
Estimated quantities moved or placed to date	566	1433			483.355
Average daily quantities	Completed	Completed			Completed
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Showers ~~Fair~~		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday			
Saturday			

State Printing 53383

RECEIVED
MAY 7 1954
FOR FILING

May 6, 1954

Mr. W. G. Wright
410 Third St.
McMinnville, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on April 7, 1954, as follows:

Contract No. 4150, for grading and paving on the Carlton (W. Main St.) Section in Yamhill County.

Contract No. 4151, for grading and paving on the LaFayette (Madison St.) Section in Yamhill County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

fl
encls.

7-52-4M

S-2850-B

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. P. HOPKINS
SUPERINTENDENT

April 14, 1954

911846/323-2

NOTED
Mar 23 C. A. [illegible]

Mrs. Alice G. Flanigan
City Recorder
City of Lafayette
Lafayette, Oregon

NOTED
V. R. JONES

Dear Mrs. Flanigan:

Please refer to yours of January 19th in which you notified us State Highway Commission is planning to pave Madison Street with asphaltic concrete.

We now have authority to install heavy rail and fix track area to receive paving, which State Highway Commission stated they will take care of when they do balance of job.

Yours truly,

Original
(Sgd) L. P. HOPKINS

cy: Mr. W W Stiffler
Oregon State Highway Dept.
Salem, Oregon

NOTED
J. F. HAGEMANN

RECEIVED
APR 16 1954
ENGINEER
COUNTY [illegible]ATIONS

RECEIVED
APR 16 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
COPY

346-1110

4151

April 7, 1954

Mr. W. G. Wright
410 Third Street
McMinnville, Oregon

Dear Mr. Wright:

The State Highway Commission on April 1st accepted your proposals for grading and paving on West Main Street in the City of Carlton and on Madison Street in the city of Lafayette in Yamhill County for the combined sum of $23,913.90 and referred the contracts to the State Highway Engineer with authority to award them to you as soon as approval of the City of Carlton was received and the sum of $1,555.00 was deposited by the City. This note is toinform you that such conditions have now been satisfied and that the State Highway Engineer today award you the contracts in conformity with the Commission's authorization. These projects have been assigned Contract Nos. 4150 and 4151.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - R. G. Savage (SIAC)
W. G. Smith
S. H. Probert
Goldie Lewis

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		LETTER TELEGRAM	
VICTORY LETTER		SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 7, 1954
11:00 a. m.

Mr. W. G. Wright
410 Third Street
McMinnville, Oregon

Contracts for grading and paving on West Main Street in Carlton and on Madisen Street in Lafayette, Yamhill County, for which you submitted the low bid on April 1, 1954, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FOR FILING

336-1710
41151
Lafayette

March 29, 1954

Alice G. Flanigan, City Recorder
City Hall
Lafayette, Oregon

Dear Madam:

We are enclosing herewith for the records of your City a fully executed copy of an agreement between the State Highway Commission and the City of Lafayette covering the Special City Allotment project on Madison Street from Third Street to the north end of the Yamhill River bridge in the City of Lafayette.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 2 1954
FOR FILING

Dist & Acct
Allocations
& Citis
Lafayette

Salem, Oregon
March 29, 1954

Special T x ST
File #73

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Lafayette covering the Special City Allotment project on Madison Street from Third Street to the north end of the Yamhill River bridge in the City of Lafayette.

An executed copy of the above agreement has been retained in this office for the Commission's files and an executed copy has been sent to the City Recorder, Lafayette, Oregon.

Very truly yours,

Secretary

rm
Attach: 1

FORM E-30 20M 6-51 53318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project on Madison Street from Third Street to the north end of the Yamhill River bridge in the City of Lafayette.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

APPROVED BY THE STATE HIGHWAY COMMISSION
DATE December 10, 1953
H. H. Kearney
Secretary

3-4-54

NOTED
Harold C. Ayers

It is noted on Exhibit "A", the red pencil marking the proposed project, extends down Madison Street from Third Street only to Water Street, omitting the section marked as "County Road," from Water Street to Yamhill River.

NOTED
V. R. JONES

The City has made application to the County Court to surrenor jurisdiction of this portion of the county road, to the city, the hearing was held on Feb. 26th, and Court Order surrendering jrisdiction will be delivdred to us shortly.

Alex G. Flanigan, Recorder

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

RECEIVED
MAR 4 1954
ENGINEER
COUNTY & CITY RELATIONS

WHEREAS, The State Highway Commission has accepted such application for the improvement of Madison Street from Third Street to

5

RECORDED

HCA:MM

3 2 51

ORDINANCE NO. 233

An Ordinance providing for a form of agreement by and between the City of Lafayette, Oregon, and the State of Oregon acting by and through its State Highway Commission for the improvement of Madison Street from Third Street to the North end of Yamhill River Bridge and declaring an emergency.

WHEREAS, the City of Lafayette, Oregon, has heretofore made application to the State of Oregon acting by and through the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS, The State Highway Commission has accepted such application for the improvement of Madison Street from Third Street to the North end of the Yamhill River Bridge, and

WHEREAS, in the from of agreement prepared by the State Highway Commission and approved by the City Attorney, the State of Oregon acting by and through the State Highway Commission has agreed to pay all of said costs for resurfacing said street up to Fifteen Thousand and No/100 Dollars ($15.000.00).

THE PEOPLE OF THE CITY OF LAFAYETTE DO ORDAIN AS FOLLOWS:

Section 1. That that certain form of agreement hereinabove referred to be entered into by and between the City of Lafayette and the State of Oregon acting by and through the State Highway Commission providing for the improvement of Madison Street from Third Street to the North end of Yamhill River Bridge and it is hereby approved and accepted as so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and

directed to execute said agreement in duplicate and to deliver said agreement to the State Highway Commission for execution by said commission.

Section 3. Whereas, it is necessary that said improvement be made in the spring or summer of 1954, while the weather permits and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder thereby involving the peace, health and credit of the people of the City of Lafayette, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

Ayes: 4 - Thomas Hedgecoke, H. L. Hills, Dean Rector, Ellery McDougall

Nays: None

Submitted to and approved by the Mayor on the 2nd day of March, 1954.

MAYOR

ATTEST:

Alice G. Flanigan

RECORDER

NOTED
V R JONES

Salem, Oregon
February 3, 1954

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

NOTED
J. W. CATTRALL

Attention: Mr. Ray Webber

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Regarding the proposed project on Madison Street in Lafayette we would bring out the following facts regarding the type of traffic now using this street:

Madison Street was damaged by heavy log truck traffic hauling logs to log dump located on the Yamhill River. This heavy traffic no longer uses Madison Street as the facilities for dumping and rafting logs have been completely destroyed by fire.

At the present time there is no plan to rebuild this log dump as the Federal government will no longer maintain the locks in the Yamhill River.

As there are no longer generating causes for heavy traffic, we feel the design of the improvement should be made for medium traffic.

John W. Cattrall
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

HCA:MH

Form cc-50
Special City Allotment

5 4 93

RECEIVED
- 1953
ENGINEER

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Lafayette is an incorporated city of the State of Oregon, and has a population of 662, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, _____

Madison Street, from Third Street South to the Yamhill River Bridge

_____

_____

_____

_____

_____

_____

_____

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

_____

Madison Street, from Third Street South to the Yamhill River Bridge

_____

_____

_____

_____

_____

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Lafayette does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Ellery McDougall as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4th day of May, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - -

Average grade 24'
Macadam 18' wide
Narrowed to gravel
7 curves

Was log truck dump at river now burned no longer in use
No dust by truck
Curves change otherwise

Rev. 9-21-49

Scale: 1" = 800

0.23 mile

Log dump

RIVER

To Dayton

CO. RD

HALE ST.

WATER ST.

Creek

YAMHILL

Creek

PACIFIC HWY. WEST

To Dundee

1ST ST.

2ND ST.

3RD ST.

4TH ST.

5TH ST.

6TH ST.

7TH ST.

8TH ST.

To McMinnville

COUNTY ROAD

Henry St.

WILSON ST.

JACKSON ST.

MONROE ST.

MADISON ST.

MARKET ST.

JEFFERSON ST.

ADAMS ST.

BRIDGE ST.

WASHINGTON ST.

COUNTY ROAD

To Yamhill

Mellican

FI-161(21) Coast Fork Willamette R. Br.1954
N. Crossing, on the Pacific
#1152 Hwy., new alignment

FI-161(21) Coast Fork Willamette R. Br.1954
N. Crossing, on the Pacific
#4152 Hwy., new alignment

RECEIVED
FOR FILING

FI-161(21)
4152

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 4, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4152	7-Final	Tom Lillebo	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1720	R-114562	$ 13,090.46	2/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Nov. 30, 1954

Time Extensions: to Dec. 30, 1954 without penalty

Completion Date: Dec. 30, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-4-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

FORM S-123 50M REVISED 2-54

RECEIVED
FEB 3 1955
FOR FILING
FI-161(2)
41

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 2, 1955

Mr. Tom Lilleho
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 18, had under discussion your request for an extension of time from November 30 to December 30, 1954 within which to complete your contract No. 1192, for constructing the Coast Fork Willamette River Bridge on the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]

RECEIVED
JAN 24 1955
FOR FILING

January 24, 1955

REGISTERED MAIL

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

State Highway Contract No. 4152 for construction of the Coast Fork Willamette River Bridge on the Pacific Highway in Lane County was completed by the contractor, Tom Lillebo, on December 30, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $13,090.46 will be released to the contractor on or after February 3, 1955. The total contract amount is $143,782.66 and no force account work was performed on the project.

The state is not advised of any unpaid claims for la labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Glens Falls Indemnity Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

POSTED ON CARD

RECEIVED
JAN 11 1955
FOR FILING

January 10, 1955

Oregon State Highway Commission

Request for extension of time
No. 27
January 18 and 19 meeting.

Gentlemen:

Re: Coast Fork Willamette River Bridge
Contract No. 1152

Tom Allebo, contractor on the Coast Fork Willamette River bridge on the Goshen-Divide Section of the Pacific Highway in Lane County, has requested an extension of time from November 30, 1954, to December 30, 1954, in which to complete the contract.

This structure has been complete for some time with the exception of removing construction material, placing drain pipes at the bridges ends, and other minor items. The contractor delayed this work in order to work on other structures which he had under contract in the vicinity so that grading operations would not be held up at the sites of the other structures. All work was completed on this contract on December 30, 1954.

As this section of highway is not open to the traveling public and as there will be no additional engineering expense to the State, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. G. Williams
Acting State Highway Engineer

PMS/ds
Attached

Form PR 2 (Revised 1950)

1405

State Oregon

Federal Aid

Project No. FI-161(21)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of October, 1953, a program, which was approved on the 23rd day of October, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 25th day of November, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred one thousand and 00/100

dollars ($101,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

ayf

Form PR 2 (Revised 1939)

State Oregon

Federal Aid

Project No. FI-161(21)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 19 54,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of October, 19 53, a program, which was approved on the 23rd day of October, 19 53, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 25th day of November, 19 53; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred one thousand and 00/100

dollars ($ 101,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 442+25 and survey station 447+88.18, all in the NE 1/4, Section 35, T. 19 S., R. 3 W., W.M., without exception,

, length 0.107 miles, in Lane County, being Oregon Federal Aid project No. FI-161(21), consisting of 0.000 miles of roadway and one bridge of more than 20 feet clear span, 0.107 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ..... one hundred one thousand and 00/100 ..... dollars ($ 101,000.00), which does not exceed the authorized Federal pro rata share of ..... one hundred sixty-four thousand, three hundred twenty-nine and 00/100 ..... dollars ($ 164,329.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to ..... the State Treasurer .....
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ..... Oregon .....
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In w'tness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Chairman, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A4.52

RECEIVED
OCT 7 1954
DIVISION 8

VED
OCT 13 1954

Oregon State Highway Department

Federal Aid Project
No. FI-161 (2)

COAST FORK WILLAMETTE RIVER BRIDGE

ON THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, August 6, 1954

Type Code 3021
Willamette River (North Crossing) Bridge (Sta. 442+25 to Sta. 447+88.18) (Cont. Hwy. 4152)

			$	$
All Required		Shoring, Cribbing, Etc.		$ 15,000.00
1,200	cu. yd.	Structural Excavation	5.00	6,000.00
10	cu. yd.	Excavation Below Elevation Shown	20.00	200.00
130	lin. ft.	Furnish 10 inch Steel Piling	4.50	585.00
130	lin. ft.	Furnish 12 inch Steel Piling	5.50	715.00
8	only	Drive Steel Piling	60.00	480.00
1,460	cu. yd.	Class "A" Concrete	61.00	89,060.00
310,000	lbs.	Metal Reinforcement	0.12	37,200.00
50	lin. ft.	6-inch Metal Drain Pipe	3.00	150.00
		Subtotal		$149,390.00
		10% Engr. & Cont.		14,939.00
		Total		$164,329.00

Length of Structures 0.107 mile

Federal Funds	$101,000.00
State Funds	63,329.00
	$164,329.00

State Funds for Construction: Chaps. 175, Laws 1917; Chaps. 31, Laws 1920; Chaps. 529, Laws 1939.

State Funds for Maintenance: Chaps. 529, Laws 1939.

(4)

Oregon State Highway Department

Federal Aid
Project No FI-161(21)

Cost Fork Willamette River Bridge on The
Pacific Highway in Lane County.

(Estimate as a basis for discussion agreement
based on low bid prices)

July 1954

Type Code X 021

Willamette River (North Crossing) Bridge (Sta 442+25 to Sta 447+88.18)
(Contract No 4152)

All Required	Shoring, Cofferdams Etc;			$ 15,000.00
1,200 Cu yds	Structural Excavation		$ 5.00	6,000.00
10 " "	Excavation for Protection Stone		20.00	200.00
130 Lin Ft	Furnish 10 inch Steel Casing		4.50	585.00
130 Lin Ft	" 12 inch " "		5.50	715.00
8 Each	Drive Steel Casing		60.00	480.00
1,460 Cu yds	Class A Concrete		61.00	89,060.00
310,000 Lbs	Steel Reinforcement		0.12	37,200.00
50 Lin Ft	8 inch Steel Drain Pipe		3.00	150.00
		Sub Total		149,390.00
		10% Engineering		14,939.00
		Total		$ 164,329.00

Project of Structure 0.107 Mile

Federal Funds	$ 101,000.00
State Funds	63,329.00
	$ 164,329.00

State Funds For Grade: Chap 175, Laws 1917; Chap 31, Laws 1920; Chap 529, Laws 1939.

State Funds For Paint: Chap 529 Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FI-161(21)

COAST FORK WILLAMETTE RIVER BRIDGE

ON THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon February 8, 1954

Type Code X021
Willamette River (North Crossing) Bridge (Sta. 442+25 to Sta. 447+88.18)

All Required		Shoring, Cribbing Etc.		$ 15,000.00
1,200	cu. yds.	Structural Excavation	$ 7.00	8,400.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
130	lin. ft.	Furnish 10 inch Steel Piling	5.00	650.00
130	lin. ft.	Furnish 12 inch Steel Piling	6.00	780.00
8	only	Drive Steel Piling	70.00	560.00
1,460	cu. yds.	Class "A" Concrete	68.00	99,280.00
310,000	lbs.	Metal Reinforcement	0.115	35,650.00
50	lin. ft.	8 inch Metal Drain Pipe	4.00	200.00
			Subtotal	$160,620.00
			10% Engr. & Cont.	16,062.00
			Total	$176,682.00

Length of Structures 0.107 mile

Federal Funds - $109,000.00

State Funds- 67,682.00

$176,682.00

		Unit Price	Amount
		—	$15,000—
	1200	$ 7 00	8,400—
	10	10—	100—
	130	5—	650—
	120	6—	720—
	8	70—	560—
	1660	68—	99,280—
	210,000	.115	35,650—
	50	4—	200—
			$160,620—

+ 12½ % = 20,077 50

180,697 50

Oregon State Highway Department

Federal Aid Project
No. FI-161 (21)

COAST FORK WILLAMETTE RIVER BRIDGE

ON THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 24, 1953

Type Code 1021
Continuous Plate (North Crossing) Bridge
(Sta. 415+00.4 to Sta. 419+48.60)

All Required		Shoring, Cribbing, Etc.		$ 25,000.00
830	cu. yds.	Structural Excavation	$ 10.00	8,300.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
340	lin. ft.	Furnish Steel Piling	6.00	2,040.00
12	only	Drive Steel Piles	60.00	720.00
1,125	cu. yds.	Class "A" Concrete	75.00	84,375.00
244,000	lbs.	Metal Reinforcement	0.11	26,840.00
50	lin. ft.	8-inch Metal Drain Pipe	6.00	300.00
		Subtotal		$147,725.00
		10% Engr. & Cont.		14,772.50
		Total		$162,497.50

Length of Structure 0.078 mile

Federal Funds	$100,000.00
State Funds	62,497.50
	$162,497.50

RECEIVED
FOR FILING

FI-1161(21)
4152

April 22, 1954

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4152, which was awarded to you April 9, 1954 by the State Highway Commission, for construction of the Coast Fork Willamette River Bridge on the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

AGENDA
MAY 11 1954
3a-4

April 9, 1954

Mr. Tom Mimbo
Newport, Oregon

Dear Mr. Mimbo:

The State Highway Commission on February 24th accepted your proposal for the Mount Park Siletz River bridge, North Creek, on the Pacific Highway, new alignment, in Lane County for the sum of $[illegible] and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project was known as Contract No. 2[illegible].

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc - Mr. R. G. Hayes
Mr. H. E. Smith
Mr. C. A. Hanson
Mr. S. H. Probert
Mrs. Colie Lewis

E.R.

RECEIVED
FOR FILING

AGENDA
MAY 11 1954
3a-1

April 9, 1954

Mr. Tom Li...bo
...port, ...gon

Dear Mr. Allen:

The State Highway Commission on February 24th accepted your proposal for the West Fork Willamette River bridge, North Creswell, on the Pacific Highway, new alignment, in Lane County for the sum of $140,300.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval received from the Bureau of Public Roads. This is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4152.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

ad

cc - Mr. C. T. Savage
Mr. K. O. Smith
Mr. L. S. Pearson
Mr. O. H. Probert
Mrs. Col ie Lewis

E.R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 9, 1954
9:00 a.m.

Mr. Tom Lillebo

Reedsport, Oregon

Contract, for Coast Fork Willamette River Bridge, North Crossing, on Pacific Highway, Lane County, for which you submitted low bid on February 24 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

C. G. HOLK
District Engineer

RECEIVED
APR 12 1954
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

409 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
FI-161(21)
4152

April 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project FI-161(21), Coast Fork Willamette River Bridge on the Pacific Highway, we hereby concur as of this date in award of contract No. 4152 to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $149,390.00 at the February 24, 1954 bid opening.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
APR 12 1954
OF
STATE HIGHWAY

RECEIVED
MAR 4 1954
FOR FILING

FI-161(21)
-1152

FI-161(21)

February 26, 1954

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission on February 24, 1954 accepted your bid in the amount of $149,390 for construction of the Coast Fork Willamette River Bridge, North Crossing, on the Pacific Highway in Lane County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the parggraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mmm
Enclosure-1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa
G. S. Paxson

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

FL-161(21)
1152
FL-161(21)

February 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project FL-161(21), Coast Fork Willamette River Bridge on the Pacific Highway in Lane County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
FEB 19 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 - 1953
FOR FILING
OREGON DISTRICT
FI-161(21)
4/12
FJ 161 (21)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project FI-161(21), Coast Fork Willamette River Bridge on the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

FORM E-80 20M 9-51 52315

FL-12(21)
4.02

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1953

Coast Fork-Cottage Grove
Section

SUBJECT:

To: Memo to the File:

NOTED
W. C. WILLIAMS

As a result of a conference between Paxson, Porter, and Cooper, it has been decided that bridges and passes shall be built on the Coast Fork South Section as follows:

The bridge at Stalter Slough will be lengthened 20 feet and a 13-foot clearance will be provided at this point.

A 9x8 box will be constructed at Station 473+15.

A 13x12 box will be constructed at Station 497.

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
G. S. Paxson
Tom Edwards

BFI-78(19) Shady-Booth Ranch Unit, Shady-Canyonville Sec., Pacific Hwy. 1954

#4153

RECEIVED
SEP 5 - 1957
FOR FILING

Monthly transaction number
8-52

Project report number
6

Form [illegible]-2A (5-31-57)
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Douglas

Project number: BFI-78(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 26, 19 56, is hereby modified as follows:

Revised estimated total cost of project $ 1,724,376.55

Revised Federal funds $ 1,068,768.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of August, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By M K McClure

Member, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

[illegible]
DIVISION HIGHWAY ENGINEER

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project NFI-78(19)

GARDINER-SCOTTS RANCH SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modified project agreement. Based on final construction quantities at low bid prices and approved price agreements.)

Salem, Oregon, June 20, 1957

Items Code 0010
Roadway (Sta. 2806+55 to Sta. 3161+70) (Contract No. A153)

All Required	Clearing and Grubbing			$ 67,442.00
3,646.4 cu.yd.	Structural Excavation, Unclassified		$1.60	5,834.24
11,867.3 cu.yd.	Trench Excavation, Unclassified		0.75	8,900.48
1,943,482.4 cu.yd.	General Excavation, Unclassified		0.45	874,567.08
6,871,915 yd. sta.	Short Overhaul		0.003	20,615.75
178,710.8 C-yd. sta.	Long Overhaul		0.30	53,613.24
6.647 miles	Finishing Roadbed and Slopes		400.00	2,658.80
16,780 lin.ft.	Rounding Gutbanks		0.10	1,678.00
738 lin.ft.	18" Corrugated Metal Pipe, 12 Ga.		5.50	4,059.00
422 lin.ft.	18" Corrugated Metal Pipe, 14 Ga.		4.25	1,793.50
266 lin.ft.	24" Corrugated Metal Pipe, 12 Ga.		7.00	1,862.00
274 lin.ft.	48" Corrugated Metal Pipe, 8 Ga.		20.00	5,480.00
10,481 lin.ft.	6" Perforated Metal Drain Pipe		1.50	15,721.50
1,224 lin. ft.	18" Concrete Pipe		3.00	3,672.00
498 lin. ft.	24" Concrete Pipe		4.50	2,241.00
1,191 lin. ft.	24" Concrete Pipe, Extra Strength		5.00	5,955.00
330 lin. ft.	36" Concrete Pipe, Extra Strength		8.00	2,640.00
212 lin. ft.	48" Concrete Pipe, Extra Strength		15.00	3,180.00
1,670 cu. yds.	3/8" - 0 Backfill in Drains		7.00	11,690.00
915.03 cu. yds.	Class "A" Concrete		55.00	50,326.65
183,968.2 lbs.	Metal Reinforcement		0.12	22,076.18
9,815.5 cu. yds.	Selected Roadbed Topping		1.75	17,177.13
2,936.5 cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders		4.80	14,095.20
1,186.53 M-gal.	Sprinkling		2.00	2,373.06
1,249 cu. yds.	Furnishing and Placing Aggregates		6.60	8,243.40
80.78 tons	Furnishing and Placing 150-200 Asphalt		50.00	4,039.00
	Approved Price Agreement			
978 lin. ft.	P.A. #1	12-inch Concrete Pipe	2.00	1,956.00
186 lin. ft.	P.A. #1	12-inch Corrugated Metal Pipe, 16 Ga.	3.00	558.00
348 lin. ft.	P.A. #1	30-inch Corrugated Metal Pipe, 14 Ga.	9.50	3,306.00
76.345 bbl.	P.A. #4	Cement Adjustment (Favor of State)	4.7124	359.77 Cr.

22.47 tons	P.A. #8	Furnishing & Placing HS-2 Asphalt	$55.00	$ 1,235.85	
All	E.W.O.#6	Flatten Cut Slope on Roberts Mtn.		289,698.46	
				$1,508,328.75	
		Engr. & Cont.		80,228.74	
				$1,588,556.49	

Type Code X721
Grant Smith County Road Undercrossing (Sta. 2816+36.89)(Contract No. 4526)

384.429 cu. yds.	Structural Excavation	$10.00	$ 3,844.29	
240 lin. ft.	Furnish Cast in Place Concrete Piling	4.00	960.00	
8 only	Drive Steel Casings	60.00	480.00	
394.63 cu. yds.	Class "A" Concrete	62.00	24,467.06	
97,474.6 lbs.	Metal Reinforcement	0.11	10,722.21	
66 lin. ft.	8" Metal Drain Pipe	3.00	198.00	
216.03 sq. yds.	Concrete Slab Riprap	5.50	1,188.17	
	Approved Price Agreement			
42 sack	P.A. #1 Cement Adjustment (Favor of State)	1.1781	49.48	Cr.
	Subtotal		$ 41,810.23	

Type Code X421
Roberts Creek Bridge (Sta. 2891+01 to Sta. 2893+35)(Contract No. 4526)

389.362 cu. yds.	Structural Excavation	$8.00	$ 3,114.90	
16.732 cu. yds.	Excavation Below Elevation Shown	10.00	167.32	
180 lin. ft.	Furnish 12" - 53# Steel Bearing Piles	4.00	720.00	
4 only	Drive 12" - 53# Steel Bearing Piles	70.00	280.00	
484.32 cu. yds.	Class "A" Concrete	68.00	32,933.76	
144,049.78 lbs.	Metal Reinforcement	0.11	15,845.48	
108 lin. ft.	8" Metal Drain Pipe	3.00	324.00	
	Approved Price Agreement			
54 sack	P.A. #1 Cement Adjustment (Favor of State)	1.1781	63.62	Cr.
	Subtotal		$ 53,321.84	

Type Code X221
Clarks Branch Overcrossing (Sta.3119+59.02 to Sta. 3121+04.02)(Contract No. 4526)

251.524 cu. yds.	Structural Excavation	$8.00	$ 2,012.19	
9.125 cu. yds.	Excavation Below Elevation Shown	10.00	91.25	
150 lin. ft.	Furnish 10" - 42# Steel Bearing Piles	4.00	600.00	
6 only	Drive 10" - 42# Steel Bearing Piles	50.00	300.00	
327.84 cu. yds.	Class "A" Concrete	64.00	20,981.76	
98,005.11 lbs.	Metal Reinforcement	0.11	10,780.56	
96 lin. ft.	8" Metal Drain Pipe	3.00	288.00	

35 sack	Approved Price Agreement P.A. #2 Cement Adjustment (Favor of State)	$1.1761	$ 41.23 Cr.	
	Subtotal		$ 35,012.53	
			$130,144.62	
	Engr. & Cont.		5,673.44	
	Total		$135,818.06	

Length of Roadway 6.654 Miles
Length of 3 Structures 0.072 Mile
Total Length 6.726 Miles
Cost of Roadway per Mile $238,737.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,588,558.49	$ 984,588.00	$603,970.49
Structures	135,818.06	84,180.00	51,638.06
	$1,724,376.55	$1,068,768.00	$655,608.55

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951; Chap. 20, Laws 1953.

State Funds for Maint.: Chap. 529, Laws 1939.

Form PR 2 (Revised 1950)

CPR8-1919

State Oregon

Project No. BFI-78(19)

4153

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1954,
by and between The Oregon State Highway Commission
, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of December, 1953, a program, which was approved on the 4th day of January, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications and/or estimates on the 8th day of February, 1954, and the sum of one million, thirteen thousand and 00/100
dollars ($1,013,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

$ 13,047.50

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

Authorized by Chapter (act of legislature by which authorized)	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities (Include date and citation of)
[illegible]				
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 2806+55 and 3161+70 east of Dillard,

, length 6.726 miles, in Douglas County, being Oregon project No. BFI-78(19), consisting of 6.654 miles of roadway and three bridges, each of more than 20 feet clear span, 0.072 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ..... one million, thirteen thousand and 00/100 ..... dollars ($1,013,000.00), which does not exceed the authorized Federal pro rata share of ..... one million, six hundred thirty-four thousand, seven hundred seventy-seven and 65/100 ..... dollars ($1,634,777.65), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5 A4.62

Oregon State Highway Department

Federal Aid
Project BFL-78(19)

SHADY-SOUTH BANCH SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 7, 1955

Type Code 0010
Roadway (Sta. 2806+55 to Sta. 3161+70)(Contract No. 4153)

All Required	Clearing and Grubbing	$		$ 67,442.00
3,700 cu. yds.	Structural Excavation, Unclassified	1.60		5,920.00
3,300 cu. yds.	Trench Excavation, Unclassified	0.75		6,225.00
2,242,000 cu. yds.	General Excavation, Unclassified	0.45		1,008,900.00
7,288,000 yd. sta.	Short Overhaul	0.003		21,864.00
169,000 C-yd.sta.	Long Overhaul	0.30		50,700.00
6.66 miles	Finishing Roadbed and Slopes	400.00		2,664.00
29,300 lin. ft.	Rounding Cutbanks	0.10		2,930.00
790 lin. ft.	18" Corrugated Metal Pipe, 12 Ga.	5.50		4,345.00
240 lin. ft.	18" Corrugated Metal Pipe, 14 Ga.	4.25		1,020.00
270 lin. ft.	24" Corrugated Metal Pipe, 12 Ga.	7.00		1,890.00
270 lin. ft.	48" Corrugated Metal Pipe, 8 Ga.	20.00		5,400.00
8,700 lin. ft.	6" Perforated Metal Drain Pipe	1.50		13,050.00
1,130 lin. ft.	18" Concrete Pipe	3.00		3,390.00
590 lin. ft.	24" Concrete Pipe	4.50		2,655.00
230 lin. ft.	30" Concrete Pipe	6.00		1,380.00
1,040 lin. ft.	24" Concrete Pipe, Extra Strength	5.00		5,200.00
340 lin. ft.	36" Concrete Pipe, Extra Strength	8.00		2,720.00
220 lin. ft.	48" Concrete Pipe, Extra Strength	15.00		3,300.00
1,300 cu. yds.	3/8" - 0 Backfill in Drains	7.00		9,100.00
950 cu. yds.	Class "A" Concrete	55.00		52,250.00
167,300 lbs.	Metal Reinforcement	0.12		20,136.00
14,000 cu. yds.	Selected Roadbed Topping	1.75		24,500.00
3,000 cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	4.80		14,400.00
4,600 M-gal.	Sprinkling	2.00		9,200.00
980 cu. yds.	Furnishing and Placing Aggregates	6.60		6,468.00
70 tons	Furnishing and Placing 150-200 Asphalt	50.00		3,500.00
22 tons	Furnishing and Placing RS-1 Asphalt	55.00		1,210.00
	Subtotal			$1,351,759.00
	10% Engr. & Cont.			135,175.90
	Total			$1,486,934.90

Type Code X721
Grant Smith County Road Undercrossing (Sta. 2816+36.82)(Contract No. 4526)

330 cu. yds.	Structural Excavation	$10.00	$ 3,300.00
20 cu. yds.	Excavation Below Elevation Shown	20.00	400.00
240 lin. ft.	Furnish Cast in Place Concrete Piling	4.00	960.00
8 only	Drive Steel Casings	60.00	480.00
400 cu. yds.	Class "A" Concrete	62.00	24,800.00
103,000 lbs.	Metal Reinforcement	0.11	11,330.00
70 lin. ft.	8" Metal Drain Pipe	3.00	210.00
305 sq. yds.	Concrete Slab Riprap	5.50	1,567.50
			$ 43,047.50

Type Code X421
Roberts Creek Bridge (Sta. 2371+01 to Sta. 2373+35)(Contract No. 4526)

330 cu. yds.	Structural Excavation	$8.00	$ 2,640.00
20 cu. yds.	Excavation Below Elevation Shown	10.00	200.00
180 lin. ft.	Furnish 12" - 53# Steel Bearing Piles	4.00	720.00
4 only	Drive 12" - 53# Steel Bearing Piles	70.00	280.00
500 cu. yds.	Class "A" Concrete	68.00	34,000.00
148,000 lbs.	Metal Reinforcement	0.11	16,280.00
85 lin. ft.	8" Metal Drain Pipe	3.00	255.00
			$ 54,375.00

Type Code X221
Clarks Branch Overcrossing (Sta. 3119+59.02 to Sta. 3121+04.02)(Contract No. 4526)

160 cu. yds.	Structural Excavation	$8.00	$ 1,280.00
15 cu. yds.	Excavation Below Elevation Shown	10.00	150.00
150 lin. ft.	Furnish 10" - 42# Steel Bearing Piles	4.00	600.00
6 only	Drive 10" - 42# Steel Bearing Piles	50.00	300.00
360 cu. yds.	Class "A" Concrete	64.00	23,040.00
102,000 lbs.	Metal Reinforcement	0.11	11,220.00
130 lin. ft.	8" Metal Drain Pipe	3.00	320.00
			$ 36,900.00

Subtotal	$134,402.50
10% Engr. & Cont.	13,440.25
Total	$147,842.75

Length of Roadway 6.654 Miles
Length of 3 Structures 0.072 Mile
Total Length 6.726 Miles
Cost of Roadway Per Mile $223,464.78

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,436,934.90	$ 921,388.00	$565,546.90
Structures	147,342.75	21,612.00	56,230.75
	$1,634,777.65	$1,013,000.00	$621,777.65

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951; Chap. 20, Laws 1953.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. BFI-78 (19)

SHADY-BOOTH RANCH SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 27, 1954

Type Code 0010

Roadway (Sta. 2806+55 to Sta. 3161+70)

All Required		Clearing and Grubbing		$ 32,000.00
3,700	cu. yds.	Structural Excavation, Unclassified	$ 3.00	11,100.00
8,300	cu. yds.	Trench Excavation, Unclassified	2.00	16,600.00
2,242,000	cu. yds.	General Excavation, Unclassified	0.40	896,800.00
7,288,000	yd. sta.	Short Overhaul	0.01	72,880.00
169,000	C-yd. sta.	Long Overhaul	0.40	67,600.00
6.66	miles	Finishing Roadbed and Slopes	700.00	4,662.00
29,300	lin. ft.	Rounding Cutbanks	0.15	4,395.00
790	lin. ft.	18-inch Corrugated Metal Pipe, 12 Gage	6.00	4,740.00
240	lin. ft.	18-inch Corrugated Metal Pipe, 14 Gage	5.00	1,200.00
270	lin. ft.	24-inch Corrugated Metal Pipe, 12 Gage	7.50	2,025.00
270	lin. ft.	48-inch Corrugated Metal Pipe, 8 Gage	24.00	6,480.00
8,700	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	17,400.00
1,130	lin. ft.	18-inch Concrete Pipe	3.00	3,390.00
590	lin. ft.	24-inch Concrete Pipe	4.50	2,655.00
230	lin. ft.	30-inch Concrete Pipe	6.50	1,495.00
1,040	lin. ft.	24-inch Concrete Pipe, Extra Strength	5.50	5,720.00
340	lin. ft.	36-inch Concrete Pipe, Extra Strength	10.50	3,570.00
220	lin. ft.	48-inch Concrete Pipe, Extra Strength	20.00	4,400.00
1,300	cu. yds.	3/8" - 0 Backfill in Drains	5.00	6,500.00
950	cu. yds.	Class "A" Concrete	55.00	52,250.00
167,800	lbs.	Metal Reinforcement	0.12	20,136.00
14,000	cu. yds.	Selected Roadbed Topping	1.25	17,500.00

3,000	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	$ 3.00	$ 9,000.00
4,600	M-gal.	Sprinkling	2.50	11,500.00
980	cu. yds.	Furnishing and Placing Aggregates	4.50	4,410.00
70	tons	Furnishing and Placing 150-200 Asphalt	50.00	3,500.00
22	tons	Furnishing and Placing RS-1 Asphalt	50.00	1,100.00
			Subtotal	$1,285,008.00
			10% Engr. & Cont.	128,500.80
			Total	$1,413,508.80

Length of Roadway	6.661 miles
Length of 3 Structures	0.065 mile
Total Length	6.726 miles
Cost of Roadway per mile	$212,206.69

Federal Funds	$ 876,000.00
State Funds	537,508.80
	$1,413,508.80

Oregon State Highway Department

Federal Aid Project
BFL-7(19)

SHADY-BOOTH RANCH SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 7, 1955

Type Code 0010
Roadway (Sta. 2306+55 to Sta. 3161+70)(Contract No. 4153)

All Required	Clearing and Grubbing			$ 67,442.00
3,700 cu.yds.	Structural Excavation, Unclassified		1.60	5,920.00
8,300 cu.yds.	Trench Excavation, Unclassified		0.75	6,225.00
2,242,000 cu.yds.	General Excavation, Unclassified		0.45	1,008,900.00
7,288,000 yd.sta.	Short Overhaul		0.003	21,864.00
169,000 C-yd.sta.	Long Overhaul		0.30	50,700.00
6.66 miles	Finishing Roadbed and Slopes		400.00	2,664.00
29,300 lin.ft.	Rounding Cutbanks		0.10	2,930.00
790 lin.ft.	18-inch Corrugated Metal Pipe,	12 Ga.	5.50	4,345.00
240 lin.ft.	18-inch Corrugated Metal Pipe,	14 Ga.	4.25	1,020.00
270 lin.ft.	24-inch Corrugated Metal Pipe,	12 Ga.	7.00	1,890.00
270 lin.ft.	48-inch Corrugated Metal Pipe,	8 Ga.	20.00	5,400.00
8,700 lin.ft.	6-inch Perforated Metal Drain Pipe		1.50	13,050.00
1,130 lin.ft.	18-inch Concrete Pipe		3.00	3,390.00
590 lin.ft.	24-inch Concrete Pipe		4.50	2,655.00
230 lin.ft.	30-inch Concrete Pipe		6.00	1,380.00
1,040 lin.ft.	24-inch Concrete Pipe, Extra Strength		5.00	5,200.00
340 lin.ft.	36-inch Concrete Pipe, Extra Strength		8.00	2,720.00
220 lin.ft.	48-inch Concrete Pipe, Extra Strength		15.00	3,300.00
1,300 cu.yds.	3/8" - 0 Backfill in Drains		7.00	9,100.00
950 cu.yds.	Class "A" Concrete		55.00	52,250.00
167,800 lbs.	Metal Reinforcement		0.12	20,136.00
14,000 cu.yds.	Selected Roadbed Topping		1.75	24,500.00
3,000 cu.yds.	3/4"-0 Material in Leveling Course and Shoulders		4.80	14,400.00
4,600 M-gal.	Sprinkling		2.00	9,200.00
980 cu.yds.	Furnishing and Placing Aggregates		6.60	6,468.00
70 tons	Furnishing and Placing 150-200 Asphalt		50.00	3,500.00
22 tons	Furnishing and Placing RS-1 Asphalt		55.00	1,210.00
		Subtotal		$1,351,759.00
		10% Engr. & Cont.		135,175.20
		Total		$1,486,934.90

Type Code X721
Grant Smith County Road Undercrossing (Sta. 2816+36.89)

330 cu.yds.	Structural Excavation	$4.00	$ 1,320.00
20 cu.yds.	Excavation Below Elevation Shown	10.00	200.00
240 lin.ft.	Furnish Cast-in-Place Concrete Piling	5.50	1,320.00
8 only	Drive Steel Casings	75.00	600.00

400 cu.yds.	Class "A" Concrete	$65.00	$ 26,000.00
103,000 lbs.	Metal Reinforcement	0.11	11,330.00
70 lin.ft.	8-inch Metal Drain Pipe	3.50	245.00
285 sq.yds.	Concrete Slab Riprap	10.00	2,850.00
			$ 43,865.00

Type Code X421
Roberts Creek Bridge (Sta. 2891+01 to Sta. 2893+35)

330 cu.yds.	Structural Excavation	$ 4.00	$ 1,320.00
20 cu.yds.	Excavation Below Elevation Shown	10.00	200.00
180 lin.ft.	Furnish 12"-53# Steel Bearing Piles	5.25	945.00
4 only	Drive 12"-53# Steel Bearing Piles	100.00	400.00
500 cu.yds.	Class "A" Concrete	65.00	32,500.00
148,000 lbs.	Metal Reinforcement	0.12	17,760.00
85 lin.ft.	8-inch Metal Drain Pipe	3.50	297.50
			$ 53,422.50

Type Code X221
Clarks Branch Overcrossing (Sta. 3119+59.02 to Sta. 3121+04.02)

160 cu.yds.	Structural Excavation	$ 4.00	$ 640.00
15 cu.yds.	Excavation Below Elevation Shown	10.00	150.00
150 lin.ft.	Furnish 10"-42# Steel Bearing Piles	4.50	675.00
6 only	Drive 10"-42# Steel Bearing Piles	80.00	480.00
360 cu.yds.	Class "A" Concrete	65.00	23,400.00
102,000 lbs.	Metal Reinforcement	0.12	12,240.00
130 lin.ft.	8-inch Metal Drain Pipe	3.50	455.00
			$ 38,040.00

Subtotal	$135,327.50
10% Engr. & Cont.	13,532.75
Total	$148,860.25

Length of Roadway	6.654 Miles
Length of 3 Structures	0.072 Mile
Total Length	6.726 Miles
Cost of Roadway Per Mile	$223,464.78

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,486,934.90	$920,815.00	$566,119.90
Structures	148,860.25	92,185.00	56,675.25
	$1,635,795.15	$1,013,000.00	$622,795.15

4

Oregon State Highway Department

Federal Aid Project
BFI-78(19)

SHADY-BOOTH RANCH SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 7, 1955

Type Code 0010
Roadway (Sta. 2806+55 to Sta. 3161+70)(Contract No. 4153)

All Required	Clearing and Grubbing			$ 67,442.00
3,700 cu. yds.	Structural Excavation, Unclassified	$	1.60	5,920.00
8,300 cu. yds.	Trench Excavation, Unclassified		0.75	6,225.00
2,242,000 cu. yds.	General Excavation, Unclassified		0.45	1008,900.00
7,288,000 yd. sta.	Short Overhaul		0.003	21,864.00
169,000 C-yd. sta.	Long Overhaul		0.30	50,700.00
6.66 miles	Finishing Roadbed and Slopes		400.00	2,664.00
29,300 lin. ft.	Rounding Cutbanks		0.10	2,930.00
790 lin. ft.	18-inch Corrugated Metal Pipe, 12-gage		5.50	4,345.00
240 lin. ft.	18-inch Corrugated Metal Pipe, 14-gage		4.25	1,020.00
270 lin. ft.	24-inch Corrugated Metal Pipe, 12-gage		7.00	1,890.00
270 lin. ft.	48-inch Corrugated Metal Pipe, 8-gage		20.00	5,400.00
8,700 lin. ft.	6-inch Perforated Metal Drain Pipe		1.50	13,050.00
1,130 lin. ft.	18-inch Concrete Pipe		3.00	3,390.00
590 lin. ft.	24-inch Concrete Pipe		4.50	2,655.00
230 lin. ft.	30-inch Concrete Pipe		6.00	1,380.00
1,040 lin. ft.	24-inch Concrete Pipe, Extra Strength		5.00	5,200.00
340 lin. ft.	36-inch Concrete Pipe, Extra Strength		8.00	2,720.00
220 lin. ft.	48-inch Concrete Pipe, Extra Strength		15.00	3,300.00
1,300 cu. yd.	3/8" - 0 Backfill in Drains		7.00	9,100.00
950 cu. yds.	Class "A" Concrete		55.00	52,250.00
167,800 lbs.	Metal Reinforcement		0.12	20,136.00
14,000 cu. yds.	Selected Roadbed Topping		1.75	24,500.00
3,000 cu. yds.	3/4" - 0 Material in Leveling Course And Shoulders		4.80	14,400.00
4,600 M-gal.	Sprinkling		2.00	9,200.00
980 cu. yds.	Furnishing and Placing Aggregates		6.60	6,468.00
70 tons	Furnishing and Placing 150-200 Asphalt		50.00	3,500.00
22 tons	Furnishing and Placing RS-1 Asphalt		55.00	1,210.00
	Subtotal			$1,351,759.00
	10% Engr. & Cont.			135,175.90
	Total			$1,486,934.90

Type Code X721
Grant Smith County Road Undercrossing (Sta. 2816+36.89)

330 cu. yds.	Structural Excavation	$	4.00	$ 1,320.00
20 cu. yds.	Excavation Below Elevation Shown		10.00	200.00
240 ~~230~~ lin. ft.	Furnish Cast-in-Place Concrete Piling		5.50	~~1,265.00~~ 1320.00
8 only	Drive Steel Casings		75.00	600.00

400 cu. yds.	Class "A" Concrete	$ 65.00	$ 26,000.00
103,000 lbs.	Metal Reinforcement	0.11	11,330.00
70 lin. ft.	8-inch Metal Drain Pipe	3.50	245.00
285 sq. yds.	Concrete Slab Riprap	10.00	2,850.00
			$ 43,~~810.00~~ 43,865.00

Type Code X421
Roberts Creek Bridge (Sta. 2891+01 to Sta. 2893+35)

330 cu. yds.	Structural Excavation	$ 4.00	$ 1,320.00
20 cu. yds.	Excavation Below Elevation Shown	10.00	200.00
180 lin. ft.	Furnish 12"-53# Steel Bearing Piles	5.25	945.00
4 only	Drive 12"-53# Steel Bearing Piles	100.00	400.00
500 cu. yds.	Class "A" Concrete	65.00	32,500.00
148,000 lbs.	Metal Reinforcement	0.12	17,760.00
85 lin. ft.	8-inch Metal Drain Pipe	3.50	297.50
			$ 53,422.50

Type Code X221
Clarks Branch Overcrossing (Sta. 3119+59.02 to Sta. 3121+04.02)

160 cu. yds.	Structural Excavation	$ 4.00	$ 640.00
15 cu. yds.	Excavation Below Elevation Shown	10.00	150.00
150 lin. ft.	Furnish 10"-42# Steel Bearing Piles	4.50	675.00
6 only	Drive 10"-42# Steel Bearing Piles	80.00	480.00
360 cu. yds.	Class "A" Concrete	65.00	23,400.00
102,000 lbs.	Metal Reinforcement	0.12	12,240.00
130 lin. ft.	8-inch Metal Drain Pipe	3.50	455.00
			$ 38,040.00

Subtotal	135,327.50	~~$135,272.50~~
10% Engr. & Cont.	13,532.75	13,527.25
Total	148,860.25	~~$148,799.75~~

Length of Roadway	6.654 miles
Length of 3 Structures	0.072 mile
Total Length	6.726 miles
Cost of Roadway per mile	$223,464.78

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,486,934.90	~~$920,849.00~~ 920,815.00	~~$566,085.90~~ 566,119.90
Structures 148,860.25	~~148,799.75~~	92,151.00 92,185.00	~~56,648.75~~ 56,675.25
	~~$1,635,734.65~~	$1,013,000.00	~~$622,734.65~~
	1,635,795.15		622,795.15

RECEIVED
NOV 23 1956
FOR FILING

RCI-7R (1M)

4153

November 21, 1956

Darkenwald Construction Co., Inc.
General Contractors
P. O. Box 175, T & C
Sacramento 21, California

Attention: Mr. R. W. Coleman
Secretary-Treasurer

Dear Mr. Coleman:

Further reference is made to your letter of October 25, 1956, regarding the payment of force account bond premium in connection with Oregon State Highway Contract No. 4153. As stated in my letter of November 1, I referred your letter to the Highway Commission's Chief Counsel, and I have just received from him an opinion in which he states:

"In view of all of the above and the very definite terms of the contract my immediate opinion would be that the contractor was obligated to pay the premium on a bond and not the Highway Department."

I enclose a copy of that opinion for your information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:esm

Encl.

REFERRED TO
BY SECRETARY

NOTED
FILED QUERY

FORM 520—12½ M—8-55—66200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1956

SUBJECT: Reimbursement of Bond Premium on Force Account Work Contract No. 4153 Darkenwald Construction Company

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

On November 1, 1956, you wrote to the Darkenwald Construction Co., Inc., and submitted to this office a copy of your letter requesting that we let you have an opinion. I am enclosing herewith a photocopy of an opinion written by Mr. Nuttman, of this office.

I trust that the enclosed opinion will give you the answers which you need.

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Enc.

NOTED

FORM 500—12½M—6-50—44500

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1956

SUBJECT: Reimbursement of Bond Premium on Force Account Work Contract No. 4153

To: George Rohde
Chief, Office Section
O f f i c e

L

FACTS:

The contractor in this case in constructing the highway had to make a deep cut of about 200 feet. At a depth of 140 feet it became evident that unless the slope was changed a slide would occur. An adjustment was made for payment to the contractor for payment on this item on a force account basis.

By letter of October 25, 1956, the Darkenwald Construction Company indicated that they were under the impression that the Highway Department of the State of Oregon would pay the additional premium for their bond due to this extra work.

OPINION:

The Highway Department should not pay the premium on this bond for the following reason: This contract was awarded April 9, 1954, and was under the standard specifications of the issue of September 15, 1940. On page 35 of the contract (12-19) the following paragraph is written:

> "The excavation work to be done under the contract shall include the excavation of such materials as may slide or slough into or onto the highway roadway during the period between the time the contract is awarded and the time that all work to be performed thereunder is completed and accepted, and it shall include such excavating and sloping work on and in the vicinity of slide areas as may be ordered by the engineer. It shall include, also, the replacing with suitable materials of all embankments or portions of embankments that may slide out or slough out during the same period.
>
> "Slide materials excavated shall be disposed of as the engineer may order. Materials with which to repair embankment slides shall be obtained from such sources as the engineer may order."

It is to be noted in this paragraph that the "excavation work to be

done under the contract includes excavation of such materials as may slide or slough. . . "

It appears to this writer that the facts of this case come within this particular paragraph.

Page 23 of this same contract (8-5) is the rate of payment given for force account work. This particular paragraph states that when extra work is ordered by the engineer to be done on the force account basis such work shall be paid for on the basis of cost plus a percentage. The paragraph then goes on to give the percentage.

Mr. Pease stated that the payment in this particular case was given on a force account basis. On page 24 of the contract the following is stated:

> "The percentages allowed the contractor in accordance with the terms outlined above shall be understood to be compensation to the contractor for all superintendents, use of tools and small equipment, overhead expense, bond, insurance, profit, indirect costs and losses of all kinds, and all other items of cost not specifically provided for, and no other payment will be made for any items of cost not included among the pay items stated above."

In view of all of the above and the very definite terms of the contract my immediate opinion would be that the contractor was obligated to pay the premium on a bond and not the Highway Department.

LEO NUTTMAN
Assistant Attorney

LN:dm

November 1, 1956

Darkenwald Construction Co., Inc.
General Contractors
P. O. Box 175, T & C
Sacramento 21, California

Attention: Mr. R. W. Coleman
Secretary-Treasurer

Gentlemen:

I refer to your letter of October 25, 1956 relative to the force account bond premium in connection with State Highway Contract No. 4153. I note your feeling that contractors should be reimbursed for payment of such bond premium.

The Oregon Highway Department has always considered that the performance bond that is furnished by a contractor in connection with Oregon highway work covers not only the items listed in the contract but also all extra work, whether it be force account, price agreement, or otherwise. To the best of my knowledge the question of reimbursing contractors for the extra premium charge in connection with work performed under force account has not previously arisen.

Because of the importance of the matter and in view of your assertion that you may file a claim to secure reimbursement of this item, I am referring your letter to the Highway Commission's Chief Counsel and will write you again as soon as I have his reaction.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. May

DARKENWALD CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

2131 FULTON AVENUE • P. O. BOX 175, T & C

SACRAMENTO 21, CALIFORNIA

Phone IVanhoe 9-3653

OCTOBER 25, 1956

SUBJECT: CONTRACT No. 4153
FORCE ACCOUNT BOND
PREMIUM

OREGON HIGHWAY COMMISSION
SALEM, OREGON

ATTN: H. B. GLAISYER, SECRETARY

GENTLEMEN:

ON JULY 30, 1956 YOU WROTE TO FIDELITY AND DEPOSIT COMPANY OF MARYLAND, LOS ANGELES, CALIFORNIA, THAT THE FORCE ACCOUNT WORK UNDER THE ABOVE SUBJECT CONTRACT WAS SUBJECT TO BOND PREMIUM.

WE WERE UNDER THE IMPRESSION THAT THIS WAS NOT THE CASE. EARLY IN OCTOBER, I HAD OCCASION TO DISCUSS OTHER MATTERS WITH MR. QUERY OF YOUR OFFICE AND AT THAT TIME, I BROUGHT UP THIS SUBJECT. OUR DISCUSSION LEFT ME WITH A SATISFACTORY EXPLANATION OF THE STATES' POSITION WITH RESPECT TO THE SURETY LIABILITY UNDER THE BOND.

I DO, HOWEVER, FEEL THAT BOND PREMIUMS ARE A DIRECT COST TO THE CONTRACTOR AND AS SUCH, ARE ULTIMATLY PAID BY THE CONSTRUCTOR IN ANY FORM OF UNIT PRICE CONTRACT. THE STATE OF CALIFORNIA, IN CONJUNCTION WITH A.G.C., IS IN THE PROCESS OF REVISING ITS' RENTAL RATES TO COMPENSATE FOR THIS COST.

I REALIZE THAT THE STANDARD SPECIFICATIONS DO NOT CALL FOR PAYMENT TO THE CONTRACTOR FOR THE PREMIUM AS A DIRECT CHARGE, EVEN THOUGH ALL OTHER INSURANCE WITH RESPECT TO PAYROLLS IS A REIMBURSABLE ITEM.

WILL YOU PLEASE GIVE THIS MATTER YOUR CONSIDERATION AND LET ME HEAR FROM YOU AS SOON AS POSSIBLE, SO THAT IF IT APPEARS POSSIBLE AND REASONABLE, I MAY FILE A CLAIM WITH YOUR DEPARTMENT.

YOURS VERY TRULY,
DARKENWALD CONSTRUCTION CO., INC.

R. W. COLEMAN, SECRETARY-TREASURER

ACKNOWLEDGED
H. B. GLAISYER

CC: M.H. HASLER CONST. CO.

RECEIVED
JUL 31 1956
FOR FILING

EEI 78 (1-)
415

July 30, 1956

Mr. L. D. Jensen, Vice-President
Fidelity and Deposit Company of Maryland
12th Floor, 621 S. Spring St.
Los Angeles 14, California

Dear Mr. Jensen:

This note is in reply to your letter of July 24, 1956 in which you inquire whether or not force account items in connection with state highway projects are considered part of the job for which you are liable under the performance bond, or are considered as a separate item for which you would not be liable under the bond. Your letter particularly refers to State Highway Contract No. 4153 for work performed by D and H Construction Company and M. H. Hasler Construction Company on the Shady-Booth Ranch Unit of the Shady-Canyonville Section of the Pacific Highway in Douglas County.

Briefly, the Oregon Highway Commission considers that all work performed by the contractor in connection with a state job for which he is paid by the Commission is a part of the job, whether it be a force account item, price agreement, or otherwise. In this particular instance, according to the record, the sum of $312,366.60 was paid the contractor for force account work. The bond, therefore, is liable for satisfactory completion of such work and for payment of all expense that was incurred in connection therewith.

I trust that I have given you the information that you desire.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

Fidelity and Deposit Company

HOME OFFICE **OF MARYLAND** BALTIMORE 3

FIDELITY AND SURETY BONDS

BURGLARY AND GLASS INSURANCE

LEONARD D. JENSON
VICE-PRESIDENT
WM. C. FUNDENBERG
ROBERT HECHT
MANAGERS

TELEPHONE TRINITY 0641

TWELFTH FLOOR—621 S. SPRING STREET
LOS ANGELES 14

H. COE CULBERTSON
BRUCE H. McBIRNEY
ASSISTANT MANAGERS
GORDON COY
SUPT. MISC. DEPT.
CARL HANNEMANN
SUPT. JUDICIAL DEPT.

ltr.

July 24, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Re: Bond 70 66 245-A - D and H Construction Co. and M. H. Hasler Constrn. Co., Sacramento, Calif.

Dear Mr. Glaisyer:

Some time ago we received a letter from you dated May 9, copy of which is attached, and we billed for an additional premium on this bond as you stated the total amount of the contract was $1,556,071.34, of which amount $312,366.60 represents force account items. The agent on this business now informs us that the total amount of work completed under this contract was $1,243,704.74 and that we should not have billed for the item that represents force account items. We would appreciate your informing us if this amount billed under force account items is part of this job and just an addition to the contract and whether we were liable under our bonds for the performance and payment of labor and material bills or whether it was a separate item that we would not have been liable for under our bonds.

We appreciate and thank you for your cooperation and help in this matter.

Very truly yours,

L. D. Jenson

LDJ:esg

ANSWERED
H B GLAISYER

RECEIVED
JUL 25 1956
STATE HIGHWAY COMMISSION

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

C O P Y

C O P Y

May 9, 1956

Certified Mail

Fidelity and Deposit Company
Robert B. Cumming, Manager
900 Failing Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4153 for work performed on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, D & H Construction Co. & M. H. Hasler Construction Co., on November 30, 1955 and was formally accepted by the Highway Commission on March 1, 1956.

Final payment in the amount of $24,078.58 will be released to the contractor on or after May 19, 1956. The total contract amount is $1,556,071.34, of which amount $312,366.60 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the stath asssumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

OREGON STATE HIGHWAY DEPARTMENT

(date)
May 22, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4153	20-Final	D & H Constr. Co. & M. H. Hasler Constr.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10122	B-150996	$ 24,078.58	5/22/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Nov. 30, 1955

Completion Date: Nov. 30, 1955

Date Accepted: March 1, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-23-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By H B Glaisyer
~~Assistant~~ Secretary

Warrant Mailed: [illegible] 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 10 1956
FOR FILING

GEJ-YK-m
4152

May 9, 1956

CERTIFIED MAIL

Fidelity & Deposit Company
Robert B. Cumming, Manager
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4153 for work performed on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, D & H Construction Co. & M. H. Hasler Construction Co., on November 30, 1955 and was formally accepted by the Highway Commission on March 1, 1956.

Final payment in the amount of $24,078.58 will be released to the contractor on or after May 19, 1956. The total contract amount is $1,556,071.34, of which amount $312,366.60 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Fidelity & Deposit Co.
Baltimore 3
Maryland

NOTED ON CARD

RECEIVED
APR 16 1956
FOR FILING

63 F 2 - 73(11)
4153

April 16, 1956

CERTIFIED MAIL

Fidelity & Deposit Company
Robert B. Cumming, Mgr.
900 Failing Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to D & H Construction Co. & M. H. Hasler Construction Co. in connection with contract No. 4153, cor grading on the Shady-Booth Ranch Unit, Shady-Canyonville Section of Pacific Highway in Douglas County.

This payment, in the amount of $23,329.84, will be released to the contractor on or after April 26, 1956. The retained percentage is $23,329.84.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

RECEIVED
APR 9 - 1956
FOR FILING

[illegible]
4153

April 9, 1956

CERTIFIED MAIL

Fidelity & Deposit Company of Maryland
Robert B. Cumming, Manager
900 Failing Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to D & H Construction Co. & W. H. Hasler Construction Co. on contract No. 4153, covering Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

This payment, in the amount of $21,143.04, will be released to the contractor on or after April 19, 1956. The retained percentage is $46,659.68.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

RECEIVED
APR 10 1956
FOR FILING

4153

April 9, 1956

D & H Construction Co. and
M. H. Hasler Construction Co.
P. O. Box 4175 T & C
Sacramento 21, California

Attention: Mr. W. J. Darkenwald, President

Gentlemen:

Your letter of April 5 regarding final payment on your contract on the Shady-Booth Ranch project was received this morning.

It will be at least three weeks before the computations for the final quantities can be completed and the correct final estimate made. We are, however, sending through a semifinal estimate in which the retained percentages have been decreased to 1½ per cent. This semifinal estimate will be processed as speedily as possible.

I am very sorry that this delay in final settlement has occurred.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ga

cc Mr. S. H. Probert
Mr. C. H. Maison

D & H CONSTRUCTION CO.
AND
M. H. HASLER CONSTRUCTION CO.
GENERAL CONTRACTORS
P. O. BOX 196
DILLARD, OREGON

JOINT VENTURERS

REPLY TO:
P. O. Box 4175 T & C
SACRAMENTO 21, CALIFORNIA

APRIL 5, 1956

AIRMAIL - REGISTERED

MR. R. H. BALDOCK
STATE HIGHWAY ENGINEER
OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

RE: CONTRACT NO. 4153
SHADY-BOOTH RANCH PROJECT

DEAR SIR:

ENCLOSED ARE COPIES OF OUR LETTER TO MR. TOM EDWARDS DATED MARCH 1, 1956 AND MR. L. R. CHANDLER'S SUBSEQUENT REPLY DATED MARCH 6, 1956. AS INDICATED BY THESE LETTERS WE ARE EXPERIENCING A VERY UNCONSCIONABLE DELAY IN RECEIVING THE FINAL PAYMENT FOR OUR CONTRACT WORK.

MR. CHANDLER, IN HIS LETTER OF MARCH 6, 1956, IS IN ERROR ON THE SUBJECT OF THE RE-MEASURE INASMUCH AS THIS WAS BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER IN AUGUST OF 1955 AND THEREFORE SHOULD NOT IN ANY WAY HAVE BEEN THE CAUSE OF THIS LONG DELAY. HOWEVER, INASMUCH AS WE WERE THEN INFORMED THAT FINAL PAYMENT WOULD BE FORTHCOMING IN SEVERAL WEEKS IT DID NOT SEEM RELEVANT TO BELABOR THE SUBJECT WITH A REPLY.

HOWEVER BY TELEPHONE THIS MORNING, WE WERE INFORMED BY MR. PROBERT, OF YOUR SALEM OFFICE, THAT SOME THIRTY DAYS WILL YET BE REQUIRED TO PREPARE THE FINAL ESTIMATE FOR OUR SIGNATURE. THIS INDICATES THAT THE FINAL CHECK WILL NOT BE IN OUR HANDS UNTIL SOMETIME LATE IN MAY, OR SOME SIX MONTHS AFTER THE COMPLETION AND ACCEPTANCE OF OUR WORK.

WE WOULD THEREFORE APPRECIATE YOUR PERSONAL ASSISTANCE IN EXPEDITING OUR FINAL PAYMENT.

YOURS VERY TRULY,

D & H CONSTRUCTION CO.
AND
M. H. HASLER CONSTRUCTION CO.

W. G. DARKENWALD, PRESIDENT

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

ENCLS. (3)

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. M. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

Roseburg, Oregon
March 6, 1956

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

D & H Construction Co. and
M. H. Hasler Construction Co.
P. O. Box 175 T & C
Sacramento 21, California

Attention: W. J. Darkenwald

Dear Sir:

Replying to your letter of March 1, 1956 in regard to final estimate on your Contract No. 4153 Shady-Booth Ranch Section of the Pacific Highway, since your Mr. Smith, on January 16, 1956 brought up the subject of remeasurement of a part of the project, the quantities have been reworked and the estimate is now in the process of being completed. It is anticipated that this will requireabout two weeks. It will then be immediately forwarded to Salem for final handling.

Very truly yours,

Tom Edwards
Division Engineer

By L. R. Chandler
L. R. Chandler
Assistant Division Engineer

LRC:vw

D & H CONSTRUCTION CO.
AND
M. H. HASLER CONSTRUCTION CO.
GENERAL CONTRACTORS
P. O. BOX 196
DILLARD, OREGON
JOINT VENTURERS

REPLY TO:
P. O. Box 175 T & C
SACRAMENTO 21, CALIFORNIA

MARCH 1, 1956

MR. TOM EDWARDS
DIVISION ENGINEER
OREGON STATE HIGHWAY DEPARTMENT
ROSEBURG, OREGON

DEAR SIR:

WE WISH TO CALL TO YOUR ATTENTION THAT OUR FINAL ESTIMATE FOR CONTRACT No. 4153, WHICH WAS SUBSTANTIALLY COMPLETED ON NOVEMBER 15, 1955 AND ACCEPTED ON NOVEMBER 30, 1955 HAS NOT YET BEEN COMPUTED. WE WERE PROMISED THE FINAL ESTIMATE BY JANUARY 10, 1956 OR BY JANUARY 31, 1956 AT THE VERY LATEST. THIS DATE HAS SUBSEQUENTLY BEEN CHANGED SUCCESSIVELY TO FEBRUARY 15, FEBRUARY 29, AND IS NOW TENTATIVELY SET FOR MARCH 10, 1956.

WE FEEL THAT THE THREE AND ONE-HALF MONTHS THAT HAVE ELAPSED SINCE THE COMPLETION OF THE WORK IS MORE THAN AMPLE TIME TO HAVE COMPLETED THE FINAL ESTIMATE, EVEN WITH THE DIFFICULTIES ENCOUNTERED. WE, THEREFORE, RESPECTFULLY REQUEST EVERY EFFORT BE MADE TO ACCOMPLISH OUR FINAL PAYMENT WITHOUT FURTHER DELAY; AND WE WOULD APPRECIATE ANY HELP YOU CAN GIVE US IN THIS MATTER.

PLEASE ADVISE US AS SOON AS POSSIBLE WHEN WE MAY NOW EXPECT THE FINAL ESTIMATE FOR SIGNATURE.

YOURS VERY TRULY,

D & H CONSTRUCTION CO.
AND
M. H. HASLER CONSTRUCTION CO.

W. J DARKENWALD, PRESIDENT

RRS:AR

cc -- M. H. HASLER

FORM S-123 REVISED 5-55

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H REYNOLDS MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

Roseburg, Oregon
December 1, 1955

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

D & H Construction Company and
M. H. Hasler Construction Company
P. O. Box 196
Dillard, Oregon

Dear Sir:

All work on the Shady-Booth Ranch Project, Contract No. 4153 has been completed as of November 30 and this is your notification of such completion.

Very truly yours,

Tom Edwards
Division Engineer

By

L. R. Chandler
Assistant Division Engineer

LRC:vw

Form E-1—1M4—10-55

15 (M)

15'

C[illegible]ON STATE HIGHWAY DEPARTM[illegible]

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Shady-Booth Ranch Unit

Section: Shady -Canyonville Section

Highway: Pacific

Contractor: D & H Construction Co. and M. J. Hasler Construction Co.

Date of contract: Apr. 9, 1954, 19

Date work started: Apr. 19, 1954, 19

Project authorization: $1,732,307.00

Exclusive of Engineering: $1,616,372.00

For Week Ending: Feb. 25, 1956, 19

Kind of work: Grading

Section prefix: 10-1092

Contract number: 4153

Date of completion: Sept. 30, 1955, 19

Estimated date of completion: Nov. 30, 1955, 19

Per cent of time elapsed: 100 %

Estimated cost of completed project, exclusive of engineering: $1,615,000.00

Estimated per cent overrun or underrun: 0 %

Per cent of contract completed, based on total contract price: 100 %

Engineering authorization: $115,934.72

Engineering cost to date: $90,600.00, 78 %

Date project was completed: Nov. 30, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man 3 days on mass diagram and computation of haul.

Entire mass has to be checked yet and guide cop. of the estimate sheets made out.

This will take at least two weeks.

NOTED
W. T. WRIGHT

NOTED
L. H. Young

NOTED
C. E. PAULSEN

NOTED
V. D. WOLFE

RECEIVED
FEB 27 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed: [signature]

Address: Box 466, Myrtle Creek

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 69712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.66				
Miles partially completed	all				
Miles completed	"				
Total estimated quantities (contract)	2,242,000	17,000	1,500		
Total quantities corrected to date	1,920,000	13,000	1,243		
Estimated quantities moved or placed to date	All	all	all		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	showers		
Monday	rain		
Tuesday	rain		
Wednesday	showers		
Thursday	snow $1\frac{1}{2}$"		
Friday	cloudy AM rain PM		
Saturday	cloudy AM rain PM		

RECEIVED
FEB 8 1956
FOR FILING

4153

February 7, 1956

D & H Construction Co. &
M. H. Hasler Construction Co.
2131 Fulton Avenue
Sacramento, Calif.

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from September 30 to December 31, 1955 within which to complete your contract No. 4153, covering Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request to and including November 30, 1955, the actual completion date. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

C. C. Gall,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
JAN 4 1956
FOR FILING

EFI-18(1)
4153

January 4, 1956

Fidelity & Deposit Company of Maryland
Robert B. Cummings, Manager
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to D & H Construction Co. & M. H. Hasler Construction Co. a portion of the funds heretofore retained by the Commission on contract No. 4153, covering the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

This payment, in the amount of $57,398.01, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $46,005.77. The present payment will be released on or after January 14, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

RECEIVED
DEC 29 1955
FOR FILING

FILED
1153

December 29, 1955

Request for extension of time
No. 5
January 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the D & H Construction Co. and the M. H. Hasler Construction Co. for an extension of time on the Shady-Smith Ranch Unit of the Pacific Highway, Contract No. 4153, from September 30, 1955 to December 31, 1955.

Unstable material in the cut slopes of the Roberts Mountain cut required removal of an excess amount of material not anticipated in the original contract as a result of which the contractor was definitely held up, but completed the job on November 30, 1955.

I recommend the extension to and including this date without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt lg

RECEIVED
DEC 20 1955
FOR FILING

FAI-7A(11)
- 4153

December 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Shady-Beath Ranch, Contract No. 4153, Oregon BFI-78 (19), from September 30, 1955 to November 30, 1955.

Unstable material in the cut slopes of the Roberts Mountain cut required removal of an excess amount of material not anticipated in the original contract, due to the fact, the contractor was definitely held up, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

RECEIVED
DEC 14 1955
FOR FILING

BFI-78(19)
4153

December 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 30, 1955 on Contract No. 4153, Shady-Booth Ranch Unit, Shady-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. BFI-78(19).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

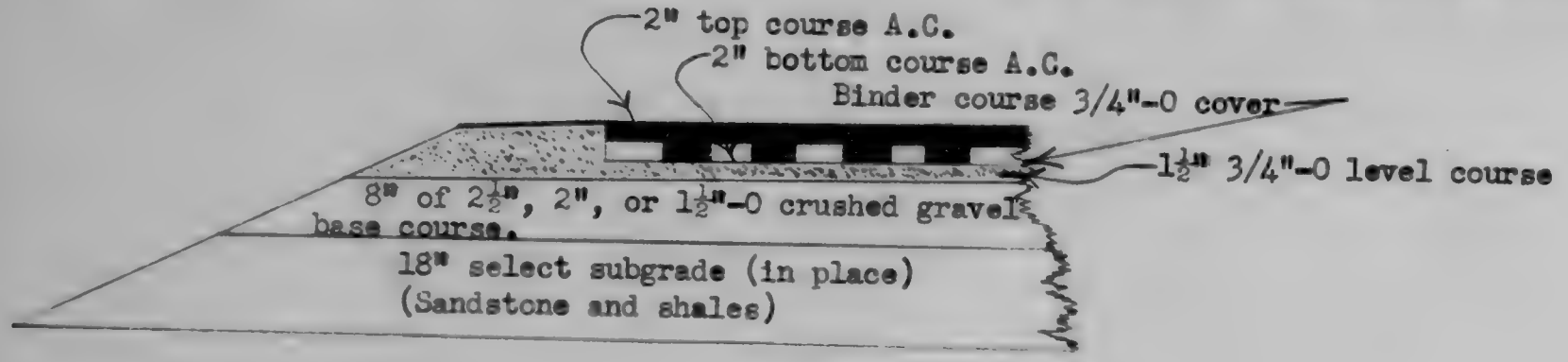
DSP:bb
cc: John Cottrell

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section SHADY - BOOTH RANCH Highway PACIFIC County DOUGLAS Prefix 10-1092

Res. Engr. C.C. GALL Length of Project 6.69 miles. Sta. 2805+50 to Sta. 3179+00 Date 10-19-55

TYPICAL SECTIONS ADT Trucks - 600 Traffic Classification - VH


2" top course A.C.
2" bottom course A.C.
Binder course 3/4"-0 cover
1½" 3/4"-0 level course
8" of 2½", 2", or 1½"-0 crushed gravel base course.
18" select subgrade (in place)
(Sandstone and shales)

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			4	A.C.
			1½	Le
			8	Bas
13			13½	

TYPICAL SELECT SUBGRADE
(Average of 10 tests)

20	LL
4	PI
16	Pass 200
2.69	Sp. Gr.
(Min.) 48	"R" Value
8	% Silt

NOTE:

Use LL and PI controls.
Use 45% fracture on No. 4 screen, uniformly distributed.

std grading should be specified
EMA

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
0.25 mi. W. of M.P. 208.83 (Rummell Bar)	277494	2.78	Gravel	- - -	- - -	2.3	15.1	- - - -	23	0	Base and A.C.
1.13 mi. S.W. of Sta. 3120 (Weigel Bar)	209972	2.79	"	3	41	5.5	20.9	- - - -	23	0	" " " "
Opp. M.P. 215.00 (Wecks Bar)	211288	2.64	"	4	25	2.7	21.8	- - - -	27	0	" " " "
1.5 mi Rt. of M.P. 202.4, Pacific Hwy (Stevenson Bar)	349014	2.73	Gravel	3	50	18	20.0	- - - -	22	0	" " " "

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Ray Weber
Soils Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

RECEIVED
OCT 13 1955
FOR FILING

October 14, 1955

C
O
P
Y

Mr. F. C. Hessler, Assistant Auditor
California-Pacific Utilities Company
405 Montgomery Street
San Francisco 4, California

Dear Sir:

Your letter of August 26 requested informtion regarding payment of two billings from your Company, one in the amount of $877.58 and the other in the amount of $1,684.25. A check of our records indicates tht the bills presented by you on December 8, 1954 were forwarded to Division Engineer Tom Edwards at Roseburg under date of December 14 for checking. We are advised that he returned the billings to your Company with the request that certain itemized invoices be submitted to accompany them. Mr. Edwards on September 1, 1955 agian requested the itemized statements, but our records do not indicate that they have yet been submitted by the California-Pacific Utilities Company.

If you will submit the requested information we will process the billings for payment as speedily as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. Tom Edwards

CALIFORNIA-PACIFIC UTILITIES COMPANY
405 Montgomery Street
San Francisco 4

COPY

C
O
P
Y

August 26, 1955

Oregon State Highway Department
Salem, Oregon

Attention: State Highway Engineer

Gentlemen:

On December 8, 1954, we forwarded statements to you covering billings on line relocations in Douglas County, near Myrtle, Oregon.

The one billing was for $877.58 covered by your Contract #4073; the other billing was for $1,684.25 covered by your Contract #4153. To date, we have not received payment for either one of these two billings.

Will you please advise if there is any additional information needed in order to process these billings for payment. If all the necessary information is in your hands, may we please have your remittance in the amount of $2,56183 covering the two billings mentioned above.

Very truly yours,

F. C. Hessler,
Assistant Auditor

FCH-mh

FORM S-120 5M4 REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

C
O
P
Y

October 7, 1955
Salem, Oregon

Mr. W. C. Williams
Deputy State Highway Engineer

O F F I C E

Dear Sir:

Reference is made to Assignment No. 6046 pertaining to an inquiry from the California Pacific Utilities Company regarding billings for line relocations near Myrtle, Douglas County, Oregon.

A check of our files revealed that these bills were sent to Mr. Edwards on December 14, 1954. I checked with Mr. Edwards and find that these bills had been returned to the company with the request that itemized invoices be submitted to accompany them.

Apparently, the company had never resubmitted the bills and Mr. Edwards again, on September 1, requested the itemized statements. To my knowledge, they have not been received by the field or the Salem office.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP: dt

RECEIVED
FOR FILING
DEC 17(11)
4153
5552

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Herwith copy of a letter and two copies of a bill from the California-Oregon Power Company covering work done on Contract No. 4153 and two copies of a bill for work done on Contract No. 4073.

Will you kindly have these bills checked and, if in order, approve and forward through the usual channels for payment.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

FAP:js

Enc.

cc: W. C. Williams

CALIFORNIA PACIFIC UTILITIES COMPANY

450 Montgomery Street

San Francisco 4

December 8, 1954

Oregon state Highway Department
Salem, Oregon

Attention: State Highway Engineer

Gentlemen:

We enclose statements covering the work performed by this Company in connection with the rel cation of telephone lines due to highway construction in Douglas County, Oregon, under Contract No. 4153 and 4073.

Inasmuch as the year end is so near, we would appreciate it very much if you could expedite payment.

Yours very truly,

J. B. Jones,
Auditor

JBJ:GF

Enc.

[illegible] State Highway Department
Salem, Oregon

Attn: State Highway Engineer

CALIFORNIA-PACIFIC UTILITIES COMPANY

TERMS [illegible] Net

To bill you for work performed by California-Pacific Utilities Company in connection with the relocation of telephone lines in Douglas County, Oregon on Pacific Highway. Prior to State Form Work [illegible], dated May [illegible], 1954. Contract No. [illegible] HPI - 78 (10),
Total Estimated Cost to State $2,216.50.

Materials	$1,101 75
Labor	2,013 90
Transportation	402 70
Less Credit for Salvage (deduct)	601 42
[illegible] Cost	[illegible] 53
(1/6 to be paid by [illegible] Highway Department. 1/2 of $[illegible]	$[illegible] 25

RECEIVED
AUG 17 1955
FOR FILING

OFI-1(11)
4153

Salem, Oregon
August 17, 1955

Mr. C. C. Gall
Resident Highway Engineer
Myrtle Creek, Oregon

Dear Sir:

This is to advise you that at its meeting on August 11, 1955, the State Highway Commission approved increase in project authorization of $110,000.00 on Contract No. 4153, Shady-Booth Ranch Unit, Shady-Canyonville Section in Douglas County.

The present construction authorization is $1,732,307.00. This amount should be used on all future reports.

Very truly yours,

S. H. Probert
Office Engineer

DHPtia

cc: Tom Edwards

RECEIVED
JUL 27 1955
FOR FILING

[illegible]
4152

July 27, 1955

Oregon State Highway Commission

Gentlemen:

On the Shady-Booth ranch unit on the Pacific Highway south of Roseburg the project authorization for the grading was $1,642,307. This, as you know, was a very expensive section of grading involving an approximate 300-foot-deep cut in the summit.

In the interest of economy we attempted to excavate this cut on 1:1 slopes, but after running a depth of approximately 140 feet it was found that the 1:1 slopes would not remain in stable condition and ultimately would slide in, causing not only heavy maintenance expenditures but a material hazard as well. Therefore, it was deemed necessary to re-excavate the cut on 1:1 slopes, which involved approximately 275,000 yards of rock material. Being outside the scope of the contract, we attempted to negotiate a price agreement on this, but the contractor asked a price in excess of what we deemed reasonable, and we, therefore, instructed him to flatten the slopes on a force account basis. The resultant cost is approximately $275,000. We have, however, effected considerable savings on other items, so that the overrun of the project authority is indicated at approximately $110,000.

This matter will be on the next agenda, and it is respectfully requested that you authorize additional project authorization on Contract No. 4153 in the amount of $110,000, which is an approximate 6.6 per cent overrun.

Very truly yours,

S. H. Hidden
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

WCW:me hi

RECEIVED
JUN 21 1955
FOR FILING

FORM 830—80M—10-54—79465

FFI 7.5(12)
4138

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22nd, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

NOTED
W. C. WILLIAMS

On June 20th, 1955 the matter of removal of the excavation wedges outside the staked slope line on the summit cut at Roberts Mountain was presented to the Deputy State Highway Engineer for consideration of the price of $0.71 per cubic yard plus haul at contract prices. After conferring with the State Highway Engineer it was his instruction that the material be left in place.

If removal is indicated at a later date, the work may be included in the surfacing contract for that section.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
JUN 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 15 1955
FOR FILING

BFI- 78 (19)
4153

April 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering resloping work in the summit cut on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4153, Federal Aid Project No. BFI-78 (19).

This work is necessary to flatten slopes in the cut from ½ : 1 to 1 : 1, as dictated by the nature of the materials encountered. Payment will be made on force account basis because of the increased cost involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HHP:ia

Encl.

RECEIVED
APR 12 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1955

SUBJECT:

To: Mr. P. M. Stephenson
Bridge Engineer

NOTED
W. C. WILLIAMS

In order to take care of some overbreak that has occurred in the summit cut on the Roberts Mountain Section of the Pacific Highway in Douglas County, we are doing some rather extensive roadbed widening, and to accomplish this it will be necessary to extend the 13x13 box culvert which is in place at Station 2938+50 on the Shady-Booth Ranch Section.

I hand to you herewith a copy of a plan and elevation submitted by the field, which I believe will give you sufficient data for designing the extension. I believe it would be well to contract this work in connection with other structures on the job, such as the Roberts Creek Bridge.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

Encl.

cc: W. C. Williams

COMMISSIONERS
BEN R. CHANDLER, Chairman
Coos Bay
CHAS. H. REYNOLDS, Member
La Grande
M. K. McIVER, Member
Portland

H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
Asst. State Highway Engr.
W. W. STAFFLER
Chief Asst. State Hwy. Engr.
C. W. ENFIELD
Engr. of Maint.

Salem, Oregon
March 31, 1955

1-12(19)
4153

D & H Construction Company and
R. H. Healer Construction Company
Box 169
Dillard, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

As a result of a conference between your Mr. Barkenhauld and ourselves we have elected to reslope the cut at the summit of Roberts Mountain from the originally designed ½:1 slopes to 1:1 slopes. It is proposed at this time to slope the portion of the cut above the elevation to which it has now been removed to 1:1 slopes on an extra work basis subject to the terms and details as attached to this letter.

Decision as to the reslo[illegible]ing of the portion below the elevation to which the cut has been removed will not be made at this time. It will be a subject of negotiation to be discussed between yourselves and the Highway Department at the time the elevation to which the cut has been removed is nearly completed.

Your signature affixed to the copy of this letter to be returned to this office will be accepted as your acknowledgment and acceptance of the terms set forth in the attached sheet.

Very truly yours,

Tom Edwards
Division Engineer

TEwgb
Encl.

Acknowledgment and
Acceptance
D & H CONSTRUCTION CO. and R. H. [illegible] CONSTRUCTION CO.

By_____

_____

The work to be done under this order shall be performed in compliance with the contract specifications of Sept. 15, 1940 with particular reference to those sections pertaining to force account work. Details set forth below are for the purpose of definition and clarification.

The [illegible] will be on a 40 hour per week for shift basis.

Payment for supervision may include as required (a) 1 shift foreman, (b) 1 gravel or truck foreman, (c) 1 scraper foreman for combined cut and fill rubber tired scrapers when working on one location, or 1 foreman for cuts and one for fills foreman for rubber tired scrapers if working in one pit's location, (d) 1 drilling foreman, (e) 1 labor foreman, (f) 1 shovel oiler, (g) 1 grade tractor, (h) dozer.

Payment will not be made for a project manager, project superintendent, project engineer, surveying crew, office crew or overhead expense.

Payment will not be made for moving in or moving out of equipment unless special equipment not required elsewhere on the project is ordered in by the engineer.

Payment for equipment will be made at the rates and under the terms and rules in the Nebraska Rental Rate Guide dated July 1, 1954 and revised October 1, 1954. A list letters are allowed and make a part thereof. Equipment not included on the attached list shall be paid for at rates to be established by negotiation prior to its use.

Payment will be made for miscellaneous materials but will not be made for small tools.

RECEIVED
MAR 31 1955
FOR FILING

FORM S-30X—90,000—10-54—7[illegible]84

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

NOTED
W. C. WILLIAMS

Will you please submit the necessary modifications in the paving contract and structure for four-laning on Roberts Mountain where the grade will be widened as the result of overbreak.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

RECEIVED
JUL 21 1954
FOR FILING

FORM BSO—SOM—4-54—74566
BFI-78(19)
4153

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1954

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between D & H Construction Company and M. H. Hasler Construction Company and Henry H. Miller, covering Items 23 to 28, inclusive, on the Shady-Booth Ranch Contract No. 4153, Oregon BFI-78 (19), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ef

Encls.

cc to: W. C. Williams
C. G. Polk (2)

FORM E-20X 27½ 2-54 73730

OR: - 78 (17)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between the D & M Construction Company and M. H. Hasler Construction Company, prime contractors and Lockyear and White covering Items 21 and 22, on the Shady-Booth Ranch Contract No. 4153, Oregon BFI-78 (19), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
FEB 1954

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Shady - Booth Ranch Unit
County: Douglas **Prefix:**
Length of Project: 8.68 Miles

Highway: Pacific
Res. Eng'r.:
Stations 2806+55 to 3271+80

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	(1) Surfacing in Place	(2) Topping or Base	Leveling Course	Wearing Surface	Total Base etc and Wearing Surface	Traffic
2806+55 to 3271+80	21½"	4½"	26"		*18"	8"	1½"	3½"	26"	Heavy

1. * 18" of selected subgrade material is considered equivalent to 13" base.
2. Selected roadbed topping in addition to the required 8" compacted layer will be necessary to choke the upper portion of the basalt selected subgrade material.

MATERIAL SOURCE LISTED

Source of Topping	Lab Number to be Used	Station	Abrasion	LL	PI	Pass #40	Sod Lbs	Sp. Gr.
Rummel Bar, North End	27[illegible]94	2806+55 - 2962	15.1	23	0	2.3	-	2.78
Weigle Bar, North End	209969	2962 - 3161+70	15.3	23	0	4.5	-	2.73
South End	209970	" "	15.4	22	0	3.7	-	2.63
Center	209971	" "	19.0	25	0	7.3	-	2.[illegible]
Open North Face	209972	" "	20.9	23	0	5.5	-	2.79
Forrest Bar		3167 - 3265	18.1	19	0	2.2	1.3%	2.68
Weeks Bar	211188		21.8	27	0	2.7		2.64

c: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer
6/25/54

Submitted by [signature] Asst. Construction Engineer
Recommended by [signature] Construction Engineer
Recommended by [signature] Engineer of Materials
Approved by [signature] Deputy State Highway Engineer

RECEIVED
MAY 4 1954
FOR FILING

RE1-12(11)
-1153

May 4, 1954

D & H Construction Co. and
M. H. Hasler Construction Co.
2131 Fulton Avenue
Sacramento, Calif.

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4153, which was awarded to you April 9 by the State Highway Commission, for grading on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

Recorded 5/4 gl

RECEIVED
APR 21 1954
FOR FILING

DFI-73(19)
4153

April 20, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 19, 1954 on Contract No. 4153, Shady-Booth Ranch Unit, Shady-Canyonville Section in Douglas County, in connection with Federal Aid Project No. DFI-73 (19).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. G. Gilliam
Deputy State Highway Engineer

HGG:tp

agenda

RECEIVED
FOR FILING

AGENDA
MAY 11 1954
3a-5

April 9, 1954

B & K Construction Co. and
A. R. Hasler Construction Co.
211 Hilton Avenue
Sacramento, California

Gentlemen:

The State Highway Commission on February 24th accepted your proposal for grading on the Shady-Foothill Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County for the sum of $1,359,784.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4153.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

ad

cc - Mr. L. C. Savage
Mr. H. G. Smith
Mr. S. K. Probert
Mrs. Goldie Lewis

E.R.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 9, 1954
9:10 a.m.

D & H Construction Co. and
M. H. Hasler Construction Co.
2131 Fulton Avenue
Sacramento, California

Contract for Shady-Booth Ranch Unit, Shady-Canyonville Section of Pacific Highway in Douglas County for which you submitted low bid on February 24 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION.

cc - CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

Very truly yours,

C. C. Polk
C. C. POLK
District Engineer

RECEIVED
APR 12 1954
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
FI-78(19)
4153

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-78(19), Shady-Booth Ranch Section of the Pacific Highway, we hereby concur as of this date in award of Contract No. 4153 to D & H Construction Co. and M. H. Hasler Construction Co. of Sacramento, California, low bidder in the amount of $1,359,784.00 at the February 24, 1954 bid opening.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
APR 12 1954
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

COMMISSIONERS:
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
N. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

4132

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 9, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County, Project BFI-78 (19), to the D. & H. Construction Co. and M. H. Hasler Construction Co. of Sacramento, California, on the basis of the bid of $1,359,784 submitted on February 24, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By W. W. Stiffler

W. W. Stiffler
Assistant State Highway Engineer

Williams

RECEIVED
APR 12 1954
FOR FILING

(31-7)(1)
4142

April 9, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County, Project BPI-78 (19), to the D. & H. Construction Co. and M. H. Hasler Construction Co. of Sacramento, California, on the basis of the bid of $1,359,784 submitted on February 24, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

RECEIVED
MAR 3 1954
FOR FILING

BFI-78(19)
4103

March 3, 1954

2875
11883 County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a "Throughway Agreement" between the State Highway Commission and Douglas County covering the Shady-Booth Ranch Unit of the Shady-Canyonville Section of the Pacific Highway as a throughway.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAR 24 1954
FOR FILING

OFI (Rev.)
4/15/52

Salem, Oregon
March 3, 1954

MISC. CONTRACTS and
AGREEMENTS No. 1544

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of a "Throughway Agreement" with Douglas County covering the Shady-Booth Ranch Unit of the Shady-Canyonville Section of the Pacific Highway as a throughway.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Douglas County.

Yours very truly,

Secretary

rm
Attach: 1

RECEIVED
FOR FILING

RFJ-18(19)

February 26, 1954

D & H Construction Co.
2131 Fulton Avenue
Sacramento, California

Gentlemen:

The State Highway Commission on February 24, 1954 accepted your bid in the amount of $1, 359, 784 for grading of the Shady-Booth Ranch Unit of the Shady-Canyonville Section on the Pacific Highway in Douglas County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: M. H. Hasler Constr. Co.
H. G. Smith
S. H. Probert
SIAC W. M. Franzwa
C. [illegible]

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-78(19)
4153

February 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-78(19), Shady-Booth Ranch Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
FEB 9 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 28 1953
FOR FILING

October 23, 1953

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the State-Booth Branch Section of US99, and I attach hereto a map indicating the revised location.

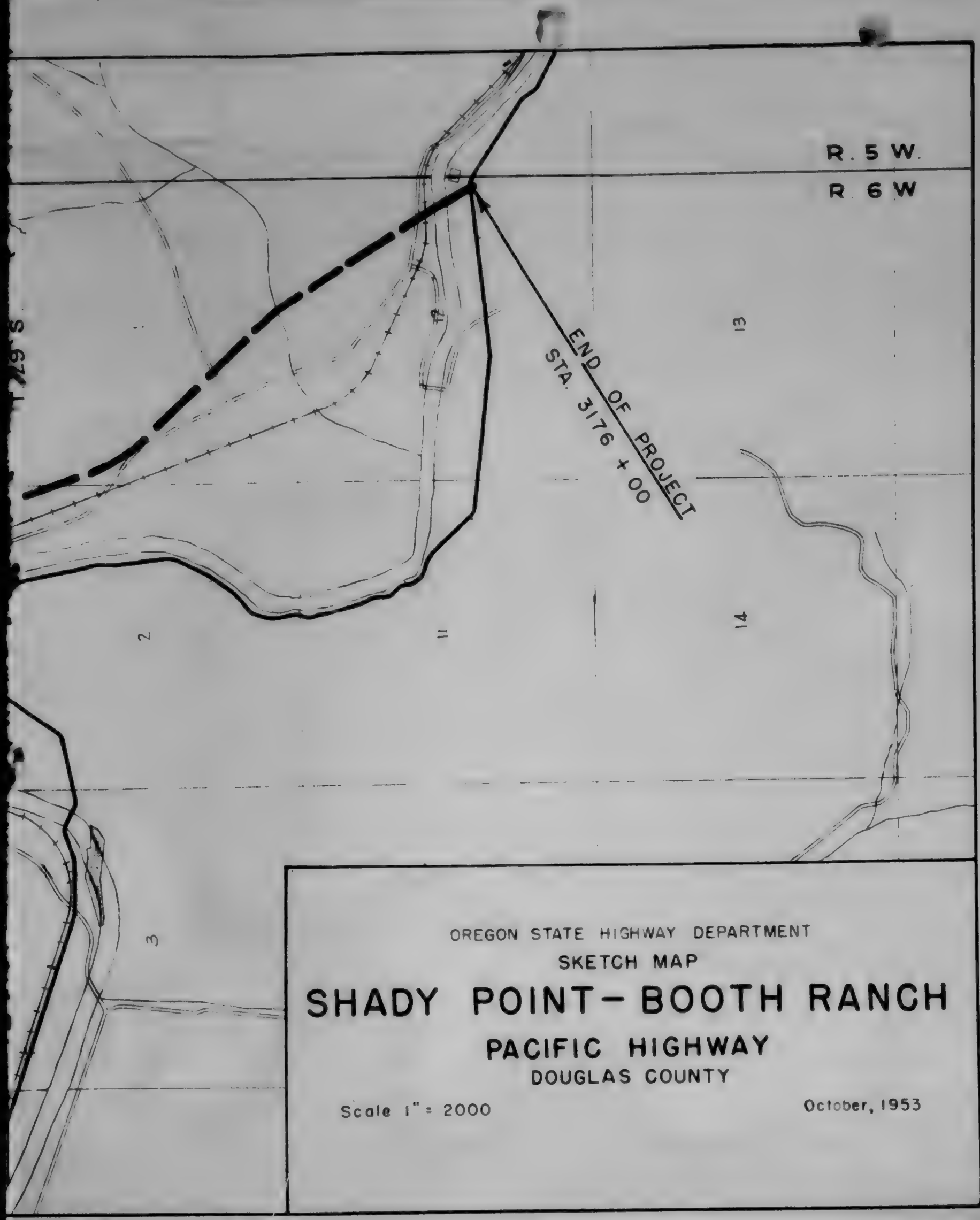
This matter will be on the agenda, and I recommend your approval of the survey so that the necessary right of way may be obtained.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. H. G. Smith

WCW:me hi



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

SHADY POINT – BOOTH RANCH

PACIFIC HIGHWAY

DOUGLAS COUNTY

Scale 1" = 2000

October, 1953

T 29 S

T 28 S

36

35

34

25

26

27

23

22

WINSTON

BEGINNING OF PROJECT
STA. 2750 + 00

elocated Hwy

SOU PAC

Green Sta.

OLD ROUTE OF HWY 2

Roberts

Existing Hwy 2

APPROVED.
ASST. STATE HIGHWAY ENGINEER
Date 10-27-53

SOUTH EMPIRE RIVER

WINSTON

12 13 14 15 22 23 10 3

R. 5 W

R. 6 W.

BEGINNING OF PROJECT
STA. 2750 + 00

SHADY POINT

36

25

35

26

SOU PAC

Green Sta.

OLD U.S. ROUTE NO. 2

Approved T-26-51

APPROVED.
ASST. STATE HIGHWAY ENGINEER
Date 10-27-53

SOUTH EMMETT

variable
125' - 250'

variable
125' - 300'

10' 12' 12' 12' 12' 10'

SECTION TO BE USED OVER THE SUMMIT

10' 12' 12' 10'

R/W LINE

R/W LINE

NOTE: Where needed a 12' truck lane is added with a 4' shoulder.

TYPICAL SECTION

F-28(4) Vale-Cairo Sec., Central Oregon Hwy. 1954

#4154

RECEIVED
JUN 11 1956
FOR FILING

RECEIVED
W. C. WILLIAMS

FORM 530—12½M—6-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1956

SUBJECT: State Highway Commission
vs.
Hot Springs, Inc.
L-2187 R-21113
Vale-Cairo Junction Section
Central Oregon Highway
Malheur County

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Enclosed herewith for your information is a copy of a letter dated June 1, 1956, from Judge Biggs setting attorneys' fees that the defendants may recover from the State in the above-entitled case, and wherein the Judge explains in some detail the reasons for setting the fees as high as he has.

I particularly call your attention to the paragraph marked in red on the second page, wherein the Judge expresses that, in his opinion, there is no good reason for acquiring access rights as to this particular property under condemnation, although he ruled in our favor that the State had the authority to acquire the rights and had not abused its discretion in so doing. I call this to your attention merely for your guidance and consideration in the nature of access control affected on similar sections in the future wherein the control is spotty, which type of control, without question, raises the greatest objections from the general public, property owners, courts, and even legislators.

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - R. H. Baldock
R. L. Porter

RECEIVED
JUN 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

JUDICIAL DISTRICT

CIRCUIT COURT OF OREGON

M. A. BIGGS JUDGE

ADDRESS ALL CORRESPONDENCE TO

JUDGE'S BUILDING

ONTARIO, OREGON

June 1, 1956

Gallagher & Gallagher
Attorneys
Ontario, Oregon

Mr. Frank McKinney
Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

After the trial of the case of State vs Hot Springs, the matter of the amount of attorney fee to be allowed to the defendants in this case was left up to the court. I have received a letter from the Attorney General's office and also a letter from Mr. Gallagher, and have given considerable thought to the amount of attorneys fee that ought to be allowed in this case.

This case has some angles that are different from the ordinary condemnation case that is started by the State of Oregon for the purpose of acquiring a right-of-way. In this case limited access was sought to the property belonging to the defendant corporation. This matter was taken up by demurrer to the answer, and long briefs were filed both by the State and by the defendant, showing a vast amount of research on this case, and was argued to the court at length. The Court sustained the demurrer as to one cause of action and granted a hearing on the abuse of discretion on the other cause of action. On the 14th day of May this matter was tried out before the Court at Vale, and the lawsuit began on the next day. The Court there refused to hold that the limited access clauses were abuse of discretion, and I feel that probably the State might have a right to make that demand, but since they have made that demand I feel that they should pay the damage done to the property by reason thereof and also pay a reasonable attorney fee in full. I mean by that statement that it should be paid by the State in full instead of a part being paid by the State and a part by the defendant corporation.

The State and the defendant are both familiar with all of the facts and circumstances in this case and know something about the problems that confronted the Court in the way of this limited access. Here is a situation in which a highway running from Cairo Junction to the City of Vale acquires limited access in only two places, one place about halfway between the two termini, known as the Johnny Wood place,

TERMS
Malheur County (Vale)
April First Monday
September First Tuesday
December First Monday

NINTH JUDICIAL DISTRICT

CIRCUIT COURT OF OREGON

M. A. BIGGS, JUDGE

ADDRESS ALL CORRESPONDENCE TO
15 WILSON BUILDING
ONTARIO, OREGON

TERMS
Harney County (Burns)
February First Monday
June First Monday
October First Monday

which is out in farming area and where the land is particularly adapted to farming and residential property, and the other is the land belonging to the Hot Springs corporation, which is right at the edge of Vale. It is generally conceded, I think, that it is not particularly adapted to residence purposes and not fit for agricultural purposes at all. If it has any value it would be for motels, greenhouses, a food center, or something of that nature.

The next thing that appeals to the Court is this. There probably is no good reason for acquiring limited access, for the road that runs through the defendant's property is on the edge of the city limits of Vale, where the divider is placed for the traffic, and only half of the traffic would travel over that road, and signboards are placed on the highway to designated a limited speed zone. For that reason I feel that the State of Oregon could very easily have done away with the limited access and let the defendants use the property for any commercial purposes that they might have desired, without their causing any particular hazard to traffic.

As I said in the first instance, there was a vast amount of work done by the defense in the opposition to this limited access, and I feel that under the circumstances they are entitled to a greater attorney fee than they would have been in the absence of any limited access claim by the State. After taking everything into consideration in this case, hearing the evidence, hearing the arguments, and determining the facts in this case, I feel that an attorney fee of $2,000 is reasonable, and I do not feel that the defendant corporation should be required to pay any part of that. Since the jury was instructed that they were not to fix any attorney fee in this matter, I think the verdict of the jury was the actual damage that the defendant sustained, and that they did not have in mind that the corporation should pay any part of the attorney fee. I feel that $2,000 is reasonable to be allowed as an attorney fee to be paid by the State.

I am leaving today for Burns andwill be there for the next 10 days or two weeks, andI am authorizing Mr. Triplett, my reporter, to sign this letter for me.

Yours very truly,

M. A. Biggs

MAB/t

M. A. BIGGS

RECEIVED
FEB 27 1956
FOR FILING

February 21st, 1956

FINAL COST ANALYSIS
Grading & Paving
Warren Northwest, Contractor
L. G. Johnson, Resident Engineer

Vale-Cairo Section
Contract #4154

Central Oregon Highway
Prefix 23-1050

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing & Grubbing	100%	All	$10,000	$	$ 4,211.24	$ 10,000.00
*Salv. Cable Guard Rail	1,450	Lin. Ft.	1.00	0.58	838.12	1,450.00
*Struct. Excav., Unclass.	3,105.7	Cu. Yd.	2.50	1.81	5,622.30	7,764.25
*Trench " "	362.3	" "	2.50	1.81	656.34	905.75
**Spec. Borrow Excav., Unclass.	144,799.8	" "	0.37	0.316	45,729.37	53,575.93
*General Excav., Unclass.	56,324.1	" "	0.40	0.36	20,146.41	22,529.64
*Short Overhaul	173,796.4	Yd. Sta.	0.02	0.018	3,106.22	3,475.93
*Long "	4,465.1	C-Yd. Sta.	0.45	0.40	1,796.86	2,009.30
**Truck Haul on Special Borrow	341,192.2	Yd. Mi.	0.15	0.12	40,419.26	51,178.83
**Finish Roadbed & Slopes	12.21	Mile	400.00	328.02	4,005.07	4,884.00
*Rounding Cutbanks	2,660	Lin. Ft.	0.15	0.14	375.70	399.00
*48" Corr. Metal Pipe	172	" "	20.00	13.05	2,244.01	3,440.00
*12" Concrete Pipe	657	" "	2.00	1.74	1,146.45	1,314.00
*18" " "	1,545	" "	3.50	2.86	4,395.38	5,407.50
*24" " "	129	" "	4.75	3.35	431.55	612.75
*30" " "	24	" "	7.00	5.90	141.78	168.00
*36" " "	138	" "	9.00	7.80	1,075.72	1,242.00
*18" Concrete Siphon Pipe	111	" "	4.75	3.34	371.29	527.25
*12" Sewer Pipe	795	" "	1.75	1.38	1,101.02	1,391.25
*18" " "	3,198	" "	3.00	2.20	7,019.84	9,594.00
*Salvage Culvert Pipe	105	" "	2.00	1.91	200.27	210.00
*Concrete Manholes	7	Each	220.00	210.40	1,472.79	1,540.00
* " Catch Basins	20	"	75.00	71.40	1,428.15	1,500.00
*Adjustment of Manholes	3	"	50.00	40.46	121.39	150.00

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Adjustment of Catch Basins	2	Each	$25.00	$20.22	$ 40.45	$ 50.00
*Concrete Curbs	24.76	Cu. Yd.	45.00	44.25	1,095.79	1,114.20
*Class "A" Concrete in Box Culverts	387.43	" "	52.00	50.63	19,614.82	20,146.36
*Concrete End Basins	7.62	" "	60.00	58.44	445.30	457.20
*Metal Reinforcement in Box Culverts	59,955	Lb.	0.12	0.11	6,593.38	7,194.60
Metal Guard Rail, Conc. or Metal Posts	1,502	Lin. Ft.	3.25	2.67	4,010.34	4,881.50
3/4"-0 Mat'l. in Level. Course & Shoulders	21,909	Cu. Yd.	2.20	2.02	44,274.40	48,199.80
Sprinkling	16,911.1	M/Gal.	2.00	1.997	33,780.84	33,822.20
3/4"-0" Mat'l. in Binder Course	1,463	Cu. Yd.	3.50	3.02	4,424.49	5,120.50
MC-2 Asphalt in Binder Course	194.88	Ton	45.00	43.22	8,422.62	8,769.60
Class "B" Asphaltic Concrete	33,495.26	"	5.70	5.25	175,789.29	190,922.98
*PA #1, Fill Drain Ditch	100%	All	1,500.00		1,098.21	1,500.00
*PA #2, 8" Concrete Pipe	60	Lin. Ft.	1.50	1.12	67.08	90.00
*PA #2, 15" Concrete Pipe	66	" "	3.00	1.80	118.67	198.00
PA #3, Class "A" Conc. in Irrig. Structure	2.66	Cu. Yd.	65.00	55.38	147.31	172.90
PA #3, Furn. & Install 12" Hel. Corr. Metal Pipe	68	Lin. Ft.	2.50	2.33	158.63	170.00
*PA #3, Furn. Mat'l. and Const. Trestle Support for 12" Pipe	100%	All	55.00		42.34	55.00
*PA #3, Furnish & Install 12" Concrete Checkgates	8	Each	12.00	9.47	75.74	96.00
*PA #4, Purchased Bar Material	3,170.6	Cu. Yd.	0.05	0.05	158.53	158.53
*PA #5, Const. Lampholes & Sewer Cross	6	Each	185.00	163.77	982.61	1,110.00
PA #6, Purchase Excess 3/4"-0 Mat'l. in S.P.	968.1	Cu. Yd.	1.10	1.10	1,064.91	1,064.91

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #7, Purchase Excess 85/100 Asphalt	4.16	Ton	$39.50	$33.26	$ 138.36	$ 164.32
*PA #8, Cement Adjustment, Favor of Contractor	58.75	Bbl.	4.43	4.43	260.26	260.26
					$450,860.90	$510,988.24

* Work done by Anliker & Robinson.
** Work done by both Warren Northwest and Anliker & Robinson

	Gross Revenue	Total Cost	Profit	% Profit
Warren Northwest	$346,294.21	$315,020.09	$31,274.12	9.00%
Anliker & Robinson	164,694.03	135,840.81	28,853.22	17.50%
	$510,988.24	$450,860.90	$60,127.34	11.76%

Detail of Cost
Warren Northwest

Labor:			
Labor		$47,785.43	
Labor Insurance		3,478.00	
Health & Welfare		1,548.68	
			$ 52,812.11
Materials:			
Guard Rail	1,502 Lin. Ft. at $1.57	$ 2,358.14	
MC-2 Asphalt	194.88 Ton " 35.62	6,941.63	
85/100 Asphalt	1,926.5 " " 33.26	64,075.39	
Aggregates		49,671.48	
Fuel & Power		4,354.35	
			127,400.99
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$35,441.28	
" " , Hired (Incl. Labor)		69,622.22	
Gas, Oil & Grease		6,925.62	
Freight & Cartage		2,379.71	
P.L. & P.D. Insurance		4,187.73	
Bond		2,077.76	
Small Tools & Misc. Supplies		4,528.45	
Home Office & General Overhead		7,992.02	
Geo. Berry Installing Guard Rail at $1.10 Lin. Ft.		1,652.20	
			134,806.99
Total Cost			$315,020.09

Detail of Cost
Anliker & Robinson

Labor:

Labor	$46,008.00	
Labor Insurance	2,898.50	
Health & Welfare	1,320.00	
		$ 50,226.50

Materials:

48" Corr. Iron Pipe	172	Lin. Ft.	at $11.79	$ 2,027.88	
48" Bands	6	Each	" 11.79	70.74	
12" Concrete Pipe	657	Lin. Ft.	" 0.90	591.30	
18" " "	1,545	" "	" 2.00	3,090.00	
24" " "	129	" "	" 2.50	322.50	
30" " "	24	" "	" 5.06	121.44	
36" " "	138	" "	" 6.95	959.10	
18" Conc. Siphon Pipe	111	" "	" 2.50	277.50	
12" Sewer Pipe	795	" "	" 0.54	429.30	
18" " "	3,198	" "	" 1.17	3,741.66	
8" Concrete Pipe	60	" "	" 0.54	32.40	
15" " "	66	" "	" 1.22	80.52	
12" Helical Corr. Iron Pipe	68	" "	" 1.99	135.32	
12" Bands	3	Each	" 1.99	5.97	
12" Conc. Check Gates	8	Each	" 6.00	48.00	
12" 16-Ga. 45° Corr. Elbow	1	"	" 10.33	10.33	
Class "A" Concrete	467.64	Cu. Yd.	" 11.15	5,214.19	
Metal Reinforcement	59,955	Lb.	" 0.09	5,438.15	
Lumber				3,139.08	
Gravel and Dirt				238.08	
					25,973.46

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	$21,867.82	
" " , Hired	21,353.79	
Gas, Oil & Grease	6,541.44	
Bond	1,235.21	
Freight & Cartage	2,384.16	
Small Tools & Misc. Supplies	431.60	
Home Office & General Overhead	1,141.25	
Subcontracted Pipe Laying	1,342.08	
" Curbs & Catch Basins	3,343.50	
		59,640.85

Total Cost $135,840.81

Remarks:

This was a "Federal Aid Project" calling for the construction of 12.21 miles of main highway roadbed and the construction of 12.64 miles of asphalt wearing surface involving 33,495 tons of Class "B" asphalt. The project was bid February 24th, 1954 and awarded April 19th, 1954. Work started March 1st and was completed November 3rd, 1954.

Warren Northwest, being the prime contractor, subcontracted all the clearing and grubbing grading and half of the borrow excavation plus the pipe and box culverts. The subcontractor, Anliker & Robinson, moved in their grading equipment and started clearing and building detour roads needed for the construction of box culverts March 1st. The clearing, being light, was completed as work progressed. Grading operations started March 22nd and were completed July 24th. Grading was done with the following equipment: one D-7 cat and dozer, one ½ cu. yd. shovel, two DW-20's and scrapers, two D-8 cats and dozers, two #12 blades, two T-pulls, plus other equipment used for maintenance. General excavation consisted of dirt and some gravel. Very good progress was made on the excavation though some time was lost due to inclement weather but very little downtime due to repairs of equipment. The borrow excavation was taken from three sources, one at Station 309 which was adjacent to the highway, one 1.25 miles south of Station 337 and one 0.35 mile north of Station 97. The following equipment was used for the excavation and hauling of the borrow: three DW-20's and wagons, two T-pulls, one 1½-yard shovel, one D-8 cat and dozer.

The subcontractor, having good bid prices and good equipment, realized a good profit on all items.

The prime contractor moved in his hauling equipment July 6th and started hauling borrow from the gravel deposit opposite Station 97 using three DW-20's and bottom wagons and one 1½-yard shovel (rented). Some damage was done to the existing road due to heavy loads of the DW-20's so the contractor used trucks to complete the borrow haul. The crushing plant was moved in and set up in the gravel deposit 1.25 miles south of Station 337. The 3/4"-0 leveling material was crushed and hauled direct to the road except for the night shift which was stockpiled as the plant couldn't produce enough in one shift to keep the hauling units operating. Fourteen trucks were used on the haul. Having completed crushing the 3/4"-0 material, the crushing plant was then changed over to produce paving aggregate which was stockpiled at the crushing site. The binder followed the placing of the leveling course. One 1,500-gal. distributor and eleven trucks were used in this operation.

The asphalt paving plant was moved in and set up adjacent to the crushing site and started producing asphaltic concrete September 25th. The following equipment was used: one heating and mixing plant, one Barbue-Greene finishing machine, two rollers, one D-8 cat and dozer, fifteen 6-yard trucks. The paving was completed October 18th. The 33,495 tons of asphaltic concrete was produced in 217 working hours for an average of 154 tons per hour; 1,922.34 tons of asphaltic cement was used.

With good production and bid prices, the contractor shows an excellent profit.

C. E. Layton

F - 28 (4)
FF - - (E)

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 1, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4154	10-Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17980	B-131233	$ 14,251.11	9/1/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1954

Time Extensions: to November 30, 1954 without penalty

Completion Date: Nov. 30, 1954

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-27-55

To the Accounting Division:

Release of the above warrant is hereby authorized

Hoyt Ennis
H. B. Glaisyer
ass't Secretary

Warrant Mailed: SEP 27 1955
Ruth Rawlings

RECEIVED
JUL 19 1955
FOR FILING

F-28 (4)
FF 2X (-1
4.154

July 18, 1955

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4154 for work performed on the Vale-Cairo Section of the Central Oregon Highway in Malheur County was completed by the contractor, Warren Northwest, Inc., on November 30, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $14,251.11 will be released to the contractor after acceptance by the Commission. The total contract amount is $510,988.24, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

de

NOTED ON CARD
de

cc: Federal Insurance Company
Robert E. Wallace, Manager
320 California Street
San Francisco 4, California

RECEIVED
MAY 10 1955
FOR FILING

F-2(1)
Ef .:11
-154

May 10, 1955

REGISTERED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest,Inc. on contract No. 4154, for grading and paving on the Vale-Cairo Section of the Central Oregon Highway in Malheur County.

This payment, in the amount of $28,456.26, will be released to the contractor on or after May 20, 1955. The retained percentage is $15,363.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, California

NOTED ON CARD

FORM S-126 500M REVISED 2-55

RECEIVED
FEB 3. 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

MEMBER
F - 1(4)
E - 2(5)
41-1

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 1 19[illegible]5

[illegible]arren Northwest, Inc.
9560 Hancock Drive
[illegible]ortland 13, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 19 had under discussion your request for an extension of time from October 15 to November 30, 1954 within which to complete your contract No. 4154, covering the Vale-Cairo Section of the Central Oregon Highway in Malheur County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. [illegible]arren,
[illegible]ivision [illegible]ngineer

[illegible]loyd Johnson
[illegible]esident [illegible]ngineer

[illegible]. S. [illegible]mith,
[illegible]onstruction [illegible]ngineer

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DEC 29 1954
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F--2K(4)
BF-28(5)
4154

December 28, 1954

Oregon State Highway Commission

Request for extension of time
No. 13
January 18 and 19 Meeting

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Vale-Ontario Section of the Central Oregon Highway, Contract No. 4154, from October 15, 1954 to November 30, 1954.

Due to a considerable increase in special borrow quantities and the scarcity of material in the specified pit, the contractor was necessarily slowed up in his operations.

There was no additional expense to the State and I recommend that the extension be granted without penalty. Mr. G. G. Falk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP:jv fp

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DEC 21 1954
FOR FILING

F-28 (4)
RE-28 (1)

December 17, 1954

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds heretofore retained by the Commission on contract No. 4154, covering the Vale-Cairo Section of the Central Oregon Highway in Malheur County.

This payment, in the amount of $27,639.03 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $14,482.91. The present payment will be released on or after December 27, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
gf

RECEIVED
DEC 10 1954
FOR FILING
F-28(4)
4-1 (3)
11-1

December 9, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Vale-Cairo Contract No. 4154, Oregon F-28 (4),(5), from October 15, 1954 to November 30, 1954, to Warren Northwest, Inc., contractors.

Due to a considerable increase in special borrow quantities, and the scarcity of this material in the specified pit, additional time was necessary for completion.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: M. G. Smith

RECEIVED
DEC 9 - 1954
FOR FILING

F--28(4)
BF--28(5)
41[illegible]1

December 8, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 30, 1954 on Contract No. 4154, Vale-Cairo Section, in Malheur County, in connection with Federal Aid Project No. F-28 (4), BF-28 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DBPseh

Form E-1—10M

F-28(4)
SF-28(5)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 26, 19 54

Section Vale - Cairo

Kind of work Grading and Paving

Highway Central Oregon

Section prefix 2310 25-1050

Contractor Warren Northwest Inc.

Contract number 4154

Date of contract April 8, 19 54

Date of completion October 15, 19 54

Date work started March 1, 19 54

Estimated date of completion November 30, 19 54

Amount of contract . . . . . $ 498,738.50

Per cent of time elapsed 130 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 547,000.00

Per cent of contract completed, based on total contract price . . . . . 99.8 %

Engineering cost to date $ 24,000, 60 %

Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man painting on Guard Rail, no other work being done on this project.

NOTED
OSCAR CUTLER

NOTED
FORREST COE

RECEIVED
NOV 30 1954
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed L. C. Johnson

Address Box 401, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	12.21	12.21		12.21	12.21
Miles partially completed					
Miles completed	12.10	12.10		12.10	12.10
Total estimated quantities	196,200	28,100		1700 s.y 280 tons	56,000 tons
Estimated quantities moved or placed to date	133,200	21,870		1392 s.y 136 tons	33,874 tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	part cloudy		
Friday	Clear		
Saturday	Clear		

State Printing

Form PR 2 (Revised 1950)

18 LA-Lake

State Oregon

Federal Aid Bond Issue Project No. BF-28(5)

F-28(4)
F-28(-)
BF-28(-)
415-4

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of November, 19 54,
by and between The Oregon State Highway Commission, constituting
for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of December, 1953, a program, which was approved on the 4th day of January, 19 54, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 9th day of February, 19 54; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred one thousand and 00/100 dollars ($ 101,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11579-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows:

Authorized by Chapter (act of legislature by which authorized)	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities (Include date and citation of
[illegible]	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
491	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954
20				

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 377+09.76 in the SE 1/4, Section 21, T. 18 S., R. 46, E., W.M., and survey station 615+01 in Section 19, T. 18 S., R. 47 E., W.M., without exception,

, length 4.494 miles, in Malheur County, being Oregon Federal Aid / Bond Issue project No. BF-28(5), consisting of 4.494 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11379-4

RECEIVED ★ OCT 5 1954 ★ OREGON DIST.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred one thousand and 00/100

101,000.00

dollars ($), which does not exceed the authorized Federal pro rata share of one hundred sixty-four thousand, three hundred nine and 75/100

164,309.75

dollars ($), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A4.62

NOV 2 1954

RECEIVED
OCT 5 1954

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

[redacted] SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By [redacted]

Chairman, State Highway Commission
(Title of officer)

By [redacted]

Member, State Highway Commission
(Title of officer)

By [redacted]

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By [redacted]
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-5

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Oregon State Highway Department

Federal Aid Project
No. BF-28 (5)

VALE-CAIRO SECTION

OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 13, 1954

Type Code 6201
Roadway (Sta. 377+09.76 to Sta. 615+01)(Contract No. 4154)

All Required		Clearing, Grubbing and Removal Work (35%)		$ 3,500.00
240	cu. yds.	Structural Excavation, Unclassified	$ 2.50	600.00
340	cu. yds.	Trench Excavation, Unclassified	2.50	850.00
42,000	cu. yds.	Special Borrow Excavation, Unclassified	0.37	15,540.00
800	cu. yds.	General Excavation, Unclassified	0.40	320.00
139,000	yd. mi.	Truck Haul on Special Borrow	0.15	20,850.00
4.49	miles	Finishing Roadbed and Slopes	400.00	1,796.00
280	lin. ft.	12-inch Concrete Pipe	2.00	560.00
70	lin. ft.	18-inch Concrete Pipe	3.50	245.00
80	lin. ft.	24-inch Concrete Pipe	4.75	380.00
30	lin. ft.	30-inch Concrete Pipe	7.00	210.00
40	lin. ft.	36-inch Concrete Pipe	9.00	360.00
70	lin. ft.	18-inch Concrete Siphon Pipe	4.75	332.50
70	lin. ft.	Salvaging Culvert Pipe	2.00	140.00
70	cu. yds.	Class "A" Concrete in Box Culverts	52.00	3,640.00
4	cu. yds.	Concrete End Basins	60.00	240.00
10,700	lbs.	Metal Reinforcement in Box Culverts	0.12	1,284.00
10,500	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20	23,100.00
730	M-gal.	Sprinkling	2.00	1,460.00
630	cu. yds.	3/4" - 0 Material in Binder Course	3.50	2,205.00
100	tons	MC-2 Asphalt in Binder Course	45.00	4,500.00
11,800	tons	Class "B" Asphaltic Concrete	5.70	67,260.00
			Subtotal	$149,372.50
			10% Engr. & Cont.	14,937.25
			Total	$164,309.75
		Length of Roadway	4.494 miles	
		Cost of Roadway per Mile	$36,562.02	

Federal Funds	$101,000.00
State Funds	63,309.75
	$164,309.75

State Funds for Construction:	Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953
State Funds for Maintenance:	Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. NF-28 (5)

VALE-CAIRO SECTION

OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; February 9, 1954

Type Code 6201
Roadway (Sta. 377+09.76 to Sta. 615+01)

All Required		Clearing, Grubbing and Removal Work (35%)		$ 4,900.00
240	cu. yds.	Structural Excavation, Unclassified	2.50	600.00
340	cu. yds.	Trench Excavation, Unclassified	2.50	850.00
42,000	cu. yds.	Special Borrow Excavation, Unclassified	0.35	14,700.00
800	cu. yds.	General Excavation, Unclassified	0.40	320.00
139,000	yd. mi.	Trunk Haul on Special Borrow	0.18	25,020.00
4.49	mi.	Finishing Roadbed and Slopes	400.00	1,796.00
280	lin. ft.	12-inch Concrete Pipe	2.00	560.00
70	lin. ft.	18-inch Concrete Pipe	3.50	245.00
80	lin. ft.	24-inch Concrete Pipe	4.75	380.00
30	lin. ft.	30-inch Concrete Pipe	7.00	210.00
40	lin. ft.	36-inch Concrete Pipe	9.50	380.00
70	lin. ft.	18-inch Concrete Siphon Pipe	4.75	332.50
70	lin. ft.	Salvaging Culvert Pipe	2.00	140.00
70	cu. yds.	Class "A" Concrete in Box Culverts	60.00	4,200.00
4	cu. yds.	Concrete End Basins	65.00	260.00
10,700	lbs.	Metal Reinforcements in Box Culverts	0.12	1,284.00
10,500	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.50	26,250.00
730	M-gal.	Sprinkling	2.50	1,825.00
630	cu. yds.	3/4" - 0 Material in Binder Course	3.25	2,047.50
100	tons	MC-2 Asphalt in Binder Course	48.00	4,800.00
11,800	tons	Class "B" Asphaltic Concrete	5.50	64,900.00
			Subtotal	$156,000.00
			10% Engr. & Cont.	15,600.00
			Total	$171,600.00
		Length of Roadway	4.494 Miles	
		Cost of Roadway per Mile	$38,184.24	

Federal Funds	$105,000.00
State Funds	66,600.00
	$171,600.00

Oregon State Highway Department

Federal Aid Project
No. RF-28 (5)

VALE-CAIRO SECTION

OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; February 9, 1954

Type Code 6201
Roadway (Sta. 377+09.76 to Sta. 615+01)

All Required		Clearing, Grubbing and Removal Work (35%)	$	$ 4,900.00
240	cu. yds.	Structural Excavation, Unclassified	2.50	600.00
340	cu. yds.	Trench Excavation, Unclassified	2.50	850.00
42,000	cu. yds.	Special Borrow Excavation, Unclassified	0.35	14,700.00
800	cu. yds.	General Excavation, Unclassified	0.40	320.00
139,000	yd. mi.	Truck Haul on Special Borrow	0.18	25,020.00
4.49	mi.	Finishing Roadbed and Slopes	400.00	1,796.00
280	lin. ft.	12-inch Concrete Pipe	2.00	560.00
70	lin. ft.	18-inch Concrete Pipe	3.50	245.00
80	lin. ft.	24-inch Concrete Pipe	4.75	380.00
30	lin. ft.	30-inch Concrete Pipe	7.00	210.00
40	lin. ft.	36-inch Concrete Pipe	9.50	380.00
70	lin. ft.	18-inch Concrete Siphon Pipe	4.75	332.50
70	lin. ft.	Salvaging Culvert Pipe	2.00	140.00
70	cu. yds.	Class "A" Concrete in Box Culverts	60.00	4,200.00
4	cu. yds.	Concrete End Basins	65.00	260.00
10,700	lbs.	Metal Reinforcements in Box Culverts	0.12	1,284.00
10,500	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.50	26,250.00
730	M-gal.	Sprinkling	2.50	1,825.00
630	cu. yds.	3/4" - 0 Material in Binder Course	3.25	2,047.50
100	tons	MC-2 Asphalt in Binder Course	48.00	4,800.00
11,800	tons	Class "B" Asphaltic Concrete	5.50	64,900.00
			Subtotal	$156,000.00
			10% Engr. & Cont.	15,600.00
			Total	$171,600.00
		Length of Roadway	4.494 Miles	
		Cost of Roadway per Mile	$38,184.24	

Federal Funds - $105,000.00
State Funds - 66,600.00
$171,600.00

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F 28 (4)
FORM E-20X 32½ 8-54 79730
BF 2 - (5)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

The subcontract between Warren Northwest, Inc. and George Berry covering the installing and painting only of Item 30 on the Vale-Cairo Contract No. 4154, Oregon F-28 (4) and BF-28 (5) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

Form PR 2 (Revised 1950)

HD 1341

State Oregon

Federal Aid

Project No. F-28(4)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of December, 1953, a program, which was approved on the 4th day of January, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 9th day of February, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred forty-eight thousand and 00/100 dollars ($248,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

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FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 11+20 in the SW 1/4, Section 20, T. 18 S., R. 45 E., W.M., in Vale, and survey station 377+09.76 in the SE 1/4, Section 21, T. 18 S., R. 45 E., W.M., without exception,

, length 7.379 miles, in Malheur County, being Oregon Federal Aid project No. F-28(4), consisting of 7.320 miles of roadway and two bridges, each of more than 20 feet clear span, 0.059 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred forty-eight thousand and 00/100 dollars ($ 248,000.00), which does not exceed the authorized Federal pro rata share of four hundred one thousand, two hundred thirty-five and 45/100 dollars ($ 401,235.45), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Chairman, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

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RECEIVED OCT 14 1954 OREGON DISTRICT

RECEIVED OCT 7 1954 DIVISION 8

AUG 27 1954

Oregon State Highway Department

Federal Aid Project
No. F-28 (4)

VALE-CAIRO SECTION

OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 3, 1954

Inside City Limits of Vale
Type Code 6201
Roadway (Sta. 11+20 to Sta. 0+30)(Contract No. 4154)

All Required		Clearing, Grubbing & Removal Work (2%)			$ 200.00
20	cu. yds.	Structural Excavation, Unclassified	$ 2.50		50.00
2,000	cu. yds.	Special Borrow Excavation, Unclassified	0.37		740.00
450	cu. yds.	General Excavation, Unclassified	0.40		180.00
6,900	yd. mi.	Truck Haul on Special Borrow	0.15		1,035.00
0.21	mile	Finishing Roadbed and Slopes	400.00		84.00
230	lin. ft.	12-inch Concrete Pipe	2.00		460.00
70	lin. ft.	12-inch Sewer Pipe	1.75		122.50
1	emly	Concrete Catch Basins	75.00		75.00
12	cu. yds.	Concrete Curbs	45.00		540.00
400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20		880.00
40	M-gal.	Sprinkling	2.00		80.00
40	cu. yds.	3/4" - 0 Material in Binder Course	3.50		140.00
6	tons	MC-2 Asphalt in Binder Course	45.00		270.00
900	tons	Class "B" Asphaltic Concrete	5.70		5,130.00
340	lin. ft.	2½" Asphaltic Concrete Traffic Markers	1.00		340.00
			Subtotal		$10,326.50
			10% Engr. & Cost.		1,032.65
			Total		$11,359.15

Length of Roadway 0.207 mile
Cost of Roadway per Mile $54,875.12

OUTSIDE CITY LIMITS OF VALE

Type Code 6201
Roadway (Sta. 0+30 thru Equation 0+00 = 907+75.09 and 951+83.65 = 42+44.22 to Sta. 377+09.76) (Contract No. 4154)

All Required		Clearing, Grubbing and Removal Work (60%)		$ 6,000.00
1,450	lin. ft.	Salvaging Cable Guard Rail	$ 1.00	1,450.00

430	cu. yds.	Structural Excavation, Unclassified	$ 2.50	$ 1,075.00
30	cu. yds.	Trench Excavation, Unclassified	2.50	75.00
84,500	cu. yds.	Special Borrow Excavation, Unclassified	0.37	31,265.00
56,060	cu. yds.	General Excavation, Unclassified	0.40	22,424.00
183,300	yd. sta.	Short Overhaul	0.02	3,666.00
9,600	C-yd. sta.	Long Overhaul	0.45	4,320.00
106,800	yd. mi.	Truck Haul on Special Borrow	0.15	16,020.00
7.11	miles	Finishing Roadbed and Slopes	400.00	2,844.00
2,700	lin. ft.	Rounding Cutbanks	0.15	405.00
330	lin. ft.	48-inch Corrugated Metal Pipe	20.00	6,600.00
580	lin. ft.	12-inch Concrete Pipe	2.00	1,160.00
220	lin. ft.	18-inch Concrete Pipe	3.50	770.00
100	lin. ft.	24-inch Concrete Pipe	4.75	475.00
10	lin. ft.	36-inch Concrete Pipe	9.00	90.00
150	lin. ft.	Salvaging Culvert Pipe	2.00	300.00
210	cu. yds.	Class "A" Concrete in Box Culvert	52.00	10,920.00
28,800	lbs.	Metal Reinforcement in Box Culvert	0.12	3,456.00
1,600	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	3.25	5,200.00
1,600	lin. ft.	Metal Guard Rail, Treated Timber Posts		(Alternate)
16,400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20	36,080.00
1,650	M-gal.	Sprinkling	2.00	3,300.00
980	cu. yds.	3/4" - 0 Material in Binder Course	3.50	3,430.00
166	tons	MC-2 Asphalt in Binder Course	45.00	7,470.00
19,100	tons	Class "B" Asphaltic Concrete	5.70	108,870.00
			Subtotal	$277,665.00
			10% Engr. & Cont.	27,766.50
			Total	$305,431.50

Length of Roadway	7.113 miles
Length of Structure	0.054 mile
Total Length	7.167 miles
Cost of Roadway per Mile	$42,939.89

Type Code X028
Box Culvert (Sta. 274+02.7 to Sta. 274+27.3)(Contract No. 4154)

20	cu. yds.	General Excavation, Unclassified	$ 0.40	$ 8.00
100	cu. yds.	Class "A" Concrete	52.00	5,200.00
15,000	lbs.	Metal Reinforcement	0.12	1,800.00
				$ 7,008.00

Type Code X021
Kalheur River Bridge (Sta. 910+13 to Sta. 913+00)(Contract No. 4169)

All Required		Shoring, Cribbing, Etc.		$12,900.00
400	cu. yds.	Structural Excavation	$ 5.00	2,000.00

40	cu. yds.	Excavation Below Elevation Shown	$ 15.00	$ 600.00
560	cu. yds.	Class "A" Concrete	56.00	31,360.00
170,000	lbs.	Metal Reinforcement	0.10	17,000.00
590	lin. ft.	Metal Rail	10.00	5,900.00
				$69,760.00
			Subtotal	$76,768.00
			10% Engr. & Cont.	7,676.80
			Total	$84,444.80
		Length of 2 Structures	0.059 mile	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City of Vale			
Roadway	$ 11,359.15	$ 7,021.00	$ 4,338.15
Outside City of Vale			
Roadway	305,431.50	188,784.00	116,647.50
Structure	84,444.80	52,195.00	32,249.80
	$401,235.45	$248,000.00	$153,235.45

Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-28 (4)

VALE-CAINO SECTION

OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; February 9, 1954

Inside City Limits of Vale
Type Code 6201
Roadway (Sta. 11+20 to Sta. 0+30)

All Required		Clearing, Grubbing & Removal Work (2%)			$ 280.00
20	cu. yds.	Structural Excavation, Unclassified	$ 2.50		50.00
2,000	cu. yds.	Special Borrow Excavation, Unclassified	0.35		700.00
450	cu. yds.	General Excavation, Unclassified	0.40		180.00
6,900	yd. mi.	Truck Haul on Special Borrow	0.18		1,242.00
0.21	mi.	Finishing Roadbed and Slopes	400.00		84.00
230	lin. ft.	12-inch Concrete Pipe	2.00		460.00
70	lin. ft.	12-inch Sewer Pipe	1.75		122.50
1	only	Concrete Catch Basins	75.00		75.00
12	cu. yds.	Concrete Curbs	60.00		720.00
400	cu. yds.	3/4" - 0 Material in Leveling Courses and Shoulders	2.50		1,000.00
40	M-gal.	Sprinkling	2.50		100.00
40	cu. yds.	3/4" - 0 Material in Binder Course	3.85		138.00
6	tons	MC-2 Asphalt in Binder Course	48.00		288.00
900	tons	Class "B" Asphaltic Concrete	5.50		4,950.00
140	lin. ft.	2½" Asphaltic Concrete Traffic Markers	1.00		140.00
			Subtotal		$ 10,721.50
			10% Engr. & Cont.		1,072.15
			Total		$ 11,793.65
		Length of Roadway		0.207 Mile	
		Cost of Roadway per Mile		$56,974.15	

OUTSIDE CITY LIMITS OF VALE

Type Code 6201
Roadway (Sta. 0+30 through Equation 0+00 = 907+75.09 and 951+81.65 = 42+44.22 to Sta. 371+09.76)

All Required		Clearing, Grubbing & Removal Work (60%)			$ 3,400.00
1,450	lin. ft.	Salvaging Cable Guard Rail	$ 1.00		1,450.00
430	cu. yds.	Structural Excavation, Unclassified	2.50		1,075.00

30	cu. yds.	Trench Excavation, Unclassified	$ 2.50	$ 75.00
84,500	cu. yds.	Special Borrow Excavation, Unclassified	0.35	29,575.00
56,000	cu. yds.	General Excavation, Unclassified	0.40	22,432.00
183,300	yd. sta.	Short Overhaul	0.02	3,666.00
9,600	C-yd. sta.	Long Overhaul	0.50	4,800.00
106,800	yd. mi.	Trunk Haul on Special Borrow	0.18	19,224.00
7.11	mi.	Finishing Roadbed and Slopes	400.00	2,844.00
2,700	lin. ft.	Rounding Outbanks	0.15	405.00
330	lin. ft.	48-inch Corrugated Metal Pipe	20.00	6,600.00
580	lin. ft.	12-inch Concrete Pipe	2.00	1,160.00
220	lin. ft.	18-inch Concrete Pipe	3.50	770.00
100	lin. ft.	24-inch Concrete Pipe	4.75	475.00
10	lin. ft.	36-inch Concrete Pipe	9.50	95.00
150	lin. ft.	Salvaging Culvert Pipe	2.00	300.00
310	cu. yds.	Class "A" Concrete in Box Culvert	60.00	18,600.00
43,800	lbs.	Metal Reinforcement in Box Culvert	0.12	5,256.00
1,600	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	4,400.00
1,600	lin. ft.	Metal Guard Rail, Treated Timber Posts	2.75	(Alternate)
16,400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.50	41,000.00
1,650	M-gal.	Sprinkling	2.50	4,125.00
960	cu. yds.	3/4" - 0 Material in Binder Course	3.25	3,185.00
166	tons	MC-2 Asphalt in Binder Course	48.00	7,968.00
19,100	tons	Class "B" Asphaltic Concrete	5.50	105,050.00
			Subtotal	$292,930.00
			10% Engr. & Cont.	29,293.00
			Total	$322,223.00

Length of Roadway	7.118 Miles
Length of Structure	0.054 Mile
Total Length	7.172 Miles
Cost of Roadway per Mile	$45,268.75

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City of Vale Roadway	$ 11,793.65	$ 7,309.00	$ 4,484.65
Outside City of Vale Roadway	322,223.00	199,691.00	122,532.00
	$334,016.65	$207,000.00	$127,016.65

Oregon State Highway Department

Federal Aid Project
No. F-28 (4)

VALE-CAIRO SECTION

OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 9, 1954

Inside City Limits of Vale
Type Code 6201
Roadway (Sta. 11+20 to Sta. 0+30)

All Required		Clearing, Grubbing & Removal Work (2%)			$ 280.00
20	cu. yds.	Structural Excavation, Unclassified	$ 2.50		50.00
2,000	cu. yds.	Special Borrow Excavation, Unclassified	0.35		700.00
450	cu. yds.	General Excavation, Unclassified	0.40		180.00
6,900	yd. mi.	Truck Haul on Special Borrow	0.18		1,242.00
0.21	mi.	Finishing Roadbed and Slopes	400.00		84.00
230	lin. ft.	12-inch Concrete Pipe	2.00		460.00
70	lin. ft.	12-inch Sewer Pipe	1.75		122.50
1	only	Concrete Catch Basins	75.00		75.00
12	cu. yds.	Concrete Curbs	60.00		720.00
400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.50		1,000.00
40	M-gal.	Sprinkling	2.50		100.00
40	cu. yds.	3/4" - 0 Material in Binder Course	3.25		130.00
6	tons	MC-2 Asphalt in Binder Course	48.00		288.00
900	tons	Class "B" Asphaltic Concrete	5.50		4,950.00
340	lin. ft.	2½" Asphaltic Concrete Traffic Markers	1.00		340.00
			Subtotal		$ 10,721.50
			10% Engr. & Cont.		1,072.15
			Total		$ 11,793.65

Length of Roadway 0.207 mile
Cost of Roadway per mile $56,974.15

OUTSIDE CITY LIMITS OF VALE

Type Code 6201
Roadway (Sta. 0+30 through Equation 0+00 = 907+75.09 and 951+83.65 = 42+44.22 to Sta. 377+09.76)

All Required		Clearing, Grubbing and Removal Work (60%)			$ 8,400.00
1,450	lin. ft.	Salvaging Cable Guard Rail	$ 1.00		1,450.00
430	cu. yds.	Structural Excavation, Unclassified	2.50		1,075.00

30	cu. yds.	Trench Excavation, Unclassified	$ 2.50	$ 75.00
84,500	cu. yds.	Special Borrow Excavation, Unclassified	0.35	29,575.00
56,060	cu. yds.	General Excavation, Unclassified	0.40	22,424.00
183,300	yd. sta.	Short Overhaul	0.02	3,666.00
9,600	C-yd. sta.	Long Overhaul	0.50	4,800.00
106,800	yd. mi.	Truck Haul on Special Borrow	0.18	19,224.00
7.11	mi.	Finishing Roadbed and Slopes	400.00	2,844.00
2,700	lin. ft.	Rounding Cutbanks	0.15	405.00
330	lin. ft.	48-inch Corrugated Metal Pipe	20.00	6,600.00
580	lin. ft.	12-inch Concrete Pipe	2.00	1,160.00
220	lin. ft.	18-inch Concrete Pipe	3.50	770.00
100	lin. ft.	24-inch Concrete Pipe	4.75	475.00
10	lin. ft.	36-inch Concrete Pipe	9.50	95.00
150	lin. ft.	Salvaging Culvert Pipe	2.00	300.00
210	cu. yds.	Class "A" Concrete in Box Culvert	60.00	12,600.00
28,800	lbs.	Metal Reinforcement in Box Culvert	0.12	3,456.00
1,600	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	4,400.00
1,600	lin. ft.	Metal Guard Rail, Treated Timber Posts	2.75	(Alternate)
16,400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.50	41,000.00
1,650	M-gal.	Sprinkling	2.50	4,125.00
980	cu. yds.	3/4" - 0 Material in Binder Course	3.25	3,185.00
166	tons	MC-2 Asphalt in Binder Course	48.00	7,968.00
19,100	tons	Class "B" Asphaltic Concrete	5.50	105,050.00
			Subtotal	$285,122.00
			10% Engr. & Cont.	28,512.20
			Total	$313,634.20

Length of Roadway	7.113 miles
Length of Structure	0.054 mile
Total Length	7.167 miles
Cost of Roadway per Mile	$44,093.09

Type Code X028
Box Culvert (Sta. 274+02.7 to Sta. 274+27.3)

20	cu. yds.	General Excavation, Unclassified	$ 0.40	$ 8.00
100	cu. yds.	Class "A" Concrete	60.00	6,000.00
15,000	lbs.	Metal Reinforcement	0.12	1,800.00
			Subtotal	$ 7,808.00
			10% Engr. & Cont.	780.80
			Total	$ 8,588.80

Length of Structure	0.005 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City of Vale Roadway	$ 11,793.65	$ 7,309.00	$ 4,484.65
Outside City of Vale Roadway	313,634.20	194,368.00	119,266.20
Structure	8,588.80	5,323.00	3,265.80
	$334,016.65	$207,000.00	$127,016.65

Oregon State Highway Department

Federal Aid Project
No. F-28 (4)

VALE-CAIRO SECTION

OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; April 23, 1954

INSIDE CITY LIMITS OF VALE

Type Code 6201
Roadway (Sta. 11+20 to Sta. 0+30) (Contract No. 4154)

All Required		Clearing, Grubbing & Removal Work (2%)		$ 200.00
20	cu. yds.	Structural Excavation, Unclassified	$ 2.50	50.00
2,000	cu. yds.	Special Borrow Excavation, Unclassified	0.37	740.00
450	cu. yds.	General Excavation, Unclassified	0.40	180.00
6,900	yd. mi.	Truck Haul on Special Borrow	0.15	1,035.00
0.21	mi.	Finishing Roadbed and Slopes	400.00	84.00
230	lin. ft.	12-inch Concrete Pipe	2.00	460.00
70	lin. ft.	12-inch Sewer Pipe	1.75	122.50
1	only	Concrete Catch Basins	75.00	75.00
12	cu. yds.	Concrete Curbs	45.00	540.00
400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20	880.00
40	M-gals.	Sprinkling	2.00	80.00
40	cu. yds.	3/4" - 0 Material in Binder Course	3.50	140.00
6	tons	MC-2 Asphalt in Binder Course	45.00	270.00
900	tons	Class "B" Asphaltic Concrete	5.70	5,130.00
340	lin. ft.	2½" Asphaltic Concrete Traffic Markers	1.00	340.00
		Subtotal		$10,326.50
		10% Engr. & Cont.		1,032.65
		Total		$11,359.15

Length of Roadway 0.207 Mile
Cost of Roadway per Mile $54,875.12

OUTSIDE CITY LIMITS OF VALE

Type Code 6201
Roadway (Sta. 0+30 through Equation 0+00 = 907+75.09 and 951+83.65 = 42+44.22 to Sta. 377+09.76) (Contract No. 4154)

All Required		Clearing, Grubbing and Removal Work (60%)			6,000.00
1,450	lin. ft.	Salvaging Cable Guard Rail	$	1.00	1,450.00
430	cu. yds.	Structural Excavation, Unclassified		2.50	1,075.00
30	cu. yds.	Trench Excavation, Unclassified		2.50	75.00
84,500	cu. yds.	Special Borrow Excavation, Unclassified		0.37	31,265.00
56,060	cu. yds.	General Excavation, Unclassified		0.40	22,424.00
183,300	yd. sta.	Short Overhaul		0.02	3,666.00
9,600	C-yd. sta.	Long Overhaul		0.45	4,320.00
106,800	yd. mi.	Truck Haul on Special Borrow		0.15	16,020.00
7.11	miles	Finishing Roadbed and Slopes		400.00	2,844.00
2,700	lin. ft.	Rounding Cutbanks		0.15	405.00
330	lin. ft.	48-inch Corrugated Metal Pipe		20.00	6,600.00
580	lin. ft.	12-inch Concrete Pipe		2.00	1,160.00
220	lin. ft.	18-inch Concrete Pipe		3.50	770.00
100	lin. ft.	24-inch Concrete Pipe		4.75	475.00
10	lin. ft.	36-inch Concrete Pipe		9.00	90.00
150	lin. ft.	Salvaging Culvert Pipe		2.00	300.00
210	cu. yds.	Class "A" Concrete in Box Culvert		52.00	10,920.00
28,800	lbs.	Metal Reinforcement in Box Culvert		0.12	3,456.00
1,600	lin. ft.	Metal Guard Rail, Concrete or Metal Posts		3.25	5,200.00
1,600	lin. ft.	Metal Guard Rail, Treated Timber Posts			(Alternate)
16,400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders		2.20	36,080.00
1,650	M-gals.	Sprinkling		2.00	3,300.00
980	cu. yds.	3/4" - 0 Material in Binder Course		3.50	3,430.00
166	tons	MC-2 Asphalt in Binder Course		45.00	7,470.00
19,100	tons	Class "B" Asphaltic Concrete		5.70	108,870.00
		Subtotal			$277,665.00
		10% Engr. & Cont.			27,766.50
		Total			$305,431.50

Length of Roadway	7.113 miles
Length of Structure	0.054 Mile
Total Length	7.167 Miles
Cost of Roadway per Mile	$42,939.89

Type Code X028
Box Culvert (Sta. 274+02.7 to Sta. 274+27.3) (Contract No. 4154)

20	cu. yds.	General Excavation, Unclassified	$ 0.40	$ 8.00
100	cu. yds.	Class "A" Concrete	52.00	5,200.00
15,000	lbs.	Metal Reinforcement	0.12	1,800.00
				$ 7,008.00

Type Code X021
Malheur River Bridge (Sta. 910+13 to Sta. 913+00)

All Required		Shoring, Cribbing, Etc.		$ 7,000.00
400	cu. yds.	Structural Excavation	$ 7.00	2,800.00
40	cu. yds.	Excavation Below Elevation Shown	10.00	400.00
560	cu. yds.	Class "A" Concrete	65.00	36,400.00
170,000	lbs.	Metal Reinforcement	0.12	20,400.00
590	lin. ft.	Metal Rail	12.00	7,080.00
				$74,080.00

Subtotal	$81,088.00
10% Engr. & Cont.	8,108.80
Total	$89,196.80

Length of 2 Structures 0.059 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City of Vale Roadway	$ 11,359.15	$ 7,023.00	$ 4,336.15
Outside City of Vale Roadway	305,431.50	188,832.00	116,599.50
Structure	89,196.80	55,145.00	34,051.80
	$405,987.45	$251,000.00	$154,987.45

RECEIVED
OCT 1 - 1954
FOR FILING

F-2F(4)
BF 2E(1).
4154

September 30, 1954

5.191

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your letter of July 1 called our attention to inadequacy of the proposed two-inch rock leveling course between Stations 145 and 270 on Oregon Project F-2E (4), Vale-Cairo Section.

The inadequacy of the two-inch course was readily apparent upon inspection, and additional quantities varying from eight inches to 12 inches in thickness have been placed throughout the section to afford a stable base as well as reshape the unevenness of the old road.

This work is now complete, and paving is in progress.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:mo

cc Mr. H. G. Smith

FORM E20—500M—4-54—74986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23rd, 1954

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Sir:

Reference is made to Assignment #5191, letter of District Engineer Polk concerning damage done to the Vale-Cairo Section by the contractor's heavy equipment.

The design for this section was entirely inadequate. The subgrade soil is very alkaline, and there never was sufficient surfacing on the road. It is probably true that the contractor's trucks brought it more clearly to our attention, but they would not have done so had the road been at all adequate.

Additional base thickness was placed and the matter corrected as suggested by Mr. Polk.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
1954

ASSIGNMENT

Date: July 2, 1954 No. 5191 By Crew

Description: Letter from C. G. Polk (in dup) Bureau of Public Roads, Salem, 7-1-54, re damage to Ore. Project F-28(4), Vale-Cairo Section of Cent. Ore. Hwy. between Sta. 145 and 270 by contractor's equipment.

Acknowledged by ____ Referred to Smith

XXX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr. _____
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: I understand contractor is or has been hauling excessive overloads on this pavement. What about this angle?

Executed 9-24-54 Report Received _____

MERCE
C ROADS
IT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 1, 1954

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

roject F-28(4), Vale-Cairo
ay, revealed quite extensive
il mat between approximate
or's equipment. The entire
icularly the east bound lane

leveling course proposed
ider inadequate. It is recom-
borrow be placed to rein-
force and reshape this section.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JUL 2 1954
OREG
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 1, 1954

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A recent inspection of Oregon Project F-28(4), Vale-Cairo Section of the Central Oregon Highway, revealed quite extensive damage being done to the existing oil mat between approximate stations 145 to 270 by the contractor's equipment. The entire area shows signs of distress, particularly the east bound lane where many breakups are occurring.

The plans show a two inch rock leveling course proposed over this section which we now consider inadequate. It is recommended a one foot lift of the gravel borrow be placed to reinforce and reshape this section.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JUL 2 1954
STATE HIGHWAY COMMISSION

RECEIVED
APR 28 1954
FOR FILING

7-28(4)-B7-C
41-4

April 26, 1954

Mr. C. O. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 1, 1954 on Contract No. 4154, Vale-Cairo Section, in Malheur County, in connection with Federal Aid Project No. F-28 (4), BF-28 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Deputy State Highway Engineer

DHP:bp

RECEIVED
JUN
FOR FILING

AGENDA
MAY 11 1954

April 9, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on February 24th accepted your proposals for grading and paving on the Vale-Cairo Section of the Central Oregon Highway and for grading on First Street in the city of Nyssa in Malheur County for the combined sum of $514,1[illegible].50 and referred the contracts to the State Highway Engineer with authority to award the contracts to you as soon as necessary right of way was acquired for the Vale-Cairo Section and approval of the Bureau of Public Roads received and as soon as approval of the City of Nyssa was received and the sum of $2,6[illegible].00 was deposited by the City. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contracts in conformity with the Commission's authorization. These projects have been assigned Contracts Nos. 4154 and 4155.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ed

cc - Mr. H. G. Savage
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

E. R.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 9, 1954
9:15 a.m.

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland 13, Oregon

Contracts for Vale-Cairo Section of Central Oregon Highway and Nyssa (1st Street) Paving Project in Malheur County for which you submitted low combination bid on February 24 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 12 1954
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT
F-28(4)
BF-28(5)
4154

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-28(4), Vale-Cairo Section of the Central Oregon Highway, we hereby concur as of this date in award of Contract No. 4154 to Warren Northwest, Inc., of Portland, Oregon, low bidder in the total amount of $498,792.50 for this project and Project BF-28(5), together with some State work in Vale, at the February 24, 1954 bid opening.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
APR 12 1954
OREGON
STATE HIGHWAY COMMISSION

HANDED FOR FILING

OREGON DISTRICT
F-28(4)
F-28(5)
4154

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-28(5), Vale-Cairo Section of the Central Oregon Highway, we hereby concur as of this date in award of contract No. 4154 to Warren Northwest, Inc., of Portland, Oregon, low bidder in the total amount of $498,792.50 for this project and Project F-28(4) together with some State work in Vale, at the February 24, 1954 bid opening.

Very truly yours,

G. G. Polk

G. G. POLK
District Engineer

RECEIVED
APR 12 1954
STATE HIGHWAY COMMISSION

RECEIVED
APR 12 1954
FOR FILING

F-28(4)
DF-28(5)
4154

April 9, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Vale-Cairo Section of the Central Oregon Highway in Malheur County, Projects F-28 (4) and DF-28 (5), to Warren Northwest, Inc., of Portland, Oregon, on the basis of the bid of $498,792.50 submitted on February 24, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

RECEIVED
MAR 3 1954
FOR FILING

F-28(4)
BF-28(5)
1/1-4/

F 28(4)
BF 28(5)

March 3, 1954

Mr. John W. Pierce, City Recorder
City Hall
Vale, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Vale covering the construction project with the city of Vale.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAR 24 1954
FOR FILING

F-28(4)
BF-28(5)
4154

MISC. CONTRACTS and
AGREEMENTS No. 4154

Salem, Oregon
March 3, 1954

Agenda Item none

F-28(4)
28(5)

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Vale covering construction project within the city of Vale.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Vale, Oregon.

Yours very truly,

Secretary

rm
Attach: 1

REFERRED TO
BY SECRETARY

FORM E-30 25M 9-51 60916

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement between the State and City of Vale covering that portion of the Vale-Cairo project within Vale.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

APPROVED BY HIGHWAY COMMISSION
1-21-54 Agenda Item 3g
H.B. Leavey Jr.

RECEIVED
FEB 17 1954
STATE HIGHWAY ENGINEER

FORM E-90 20M 9-51 82218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement between the State and City of Vale covering that portion of the Vale-Cairo project within Vale.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John H. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

ACTION OF HIGHWAY COMMISSION
1-21-54 Agenda Item 3g
H.S. Leaney Jr.

RECEIVED
FEB 1954
STATE HIGHWAY ENGINEER

FORM E-20 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1954

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Mr. Williams:

Herewith you will find ten copies of the proposed form of agreement to be entered into by and between the State and the City of Vale, with respect to the improvement of Washington Street and the construction of two connecting roads by the State, as well as the establishment of a one-way street grade system, etc. by the city. This agreement is drawn pursuant to your letter under date of January 26, 1954, requesting same.

You will note that there are no exhibits attached to the said agreements, for the reason that the same are not available as yet. Therefore, it is imperative that the County and City Relations Division attach the same to all copies of said agreement that are used. The writer used an exhibit which is attached to the legal department's file copy of said agreement. All other exhibits used should conform therewith.

Sincerely yours,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder

THOMAS J. REEDER
Assistant Attorney

TJR:ia

Encls.

RECEIVED
FOR FILING

F-28(4)
F-28(1)
4154

February 26, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on February 24, 1954 accepted your bid in the amount of $514,194.50 on your combination bid for the Vale-Cairo Section of the Central Oregon Highway east from Vale and the Nyssa (1st Street) Paving Project in Nyssa, both in Malheur County, ($498,792.50 and $15,400, respectively), which was the low combination bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC

Enclosure

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
F-28(4)
RF-28( )
4 1 1
RF-28( )

February 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-28(4), Vale-Cairo Section of the Central Oregon Highway in Malheur County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
FEB 18 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

File

OREGON DISTRICT
F-28(4)
BF-28(5)
415.1
FF-2[illegible]

February 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BF-28(5), Vale-Cairo Section of the Central Oregon Highway in Malheur County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
FEB 18 1954
OREGON
STATE HIGHWAY COMMISSION

File

OREGON DISTRICT
F-28(4)
F-28(5)
4154
BF 28(5)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

February 2, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This letter will confirm for your records the elimination of the 2 bridges 312 feet in length from Item 80, Project BF-28(5), of the Bond Financed Federal-aid Primary Highway Program, Oregon. A request for this individual project program change was processed by your office January 11, 1954.

We have previously furnished verbal notification of the approval of this action, effective January 20, 1954.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
STATE HIGHWAY COMMISSION

N EIVED
6 1953
R FILING

November 9, 1953

Mr. Robert V. Thurston, Publisher
The Malheur Enterprise
Vale, Oregon

Dear Mr. Thurston:

We are replying at once to your letter of November 6, 1953, concerning our proposed improvement of the Vale-Cairo Section of the Central Oregon Highway, with the hope that the data herein will reach you in time for the Thursday edition of the Malheur Enterprise.

The project, to be known as the Vale-Cairo Grading and Paving Project on the Central Oregon Highway is 12.8 miles in length and begins at Machez and "A" Streets in Vale, at the junction of the Central Oregon Highway and the Vale-West Secondary Highway. Thence, the new routing through Vale will closely parallel the O.W.R.R. & N. Co. tracks northeasterly to Washington Street and follow said street and the easterly extension thereof, curving slightly at the east limits of Vale, via a new crossing of the Malheur River, to a connection with the present highway at a point about 1/4 mile east of said city limits. We plan to place a 56-foot width of 3½-inch thick plant-mixed asphaltic concrete pavement between existing curbs on Washington Street as far as Glenn Street. From Glenn Street east to Cairo, the new roadbed cross-section will provide a 22-foot width of 3½-inch asphaltic concrete pavement, flanked with 6-foot rock shoulders.

With the exception of the line change described and the new connection to the John Day Highway, shown on sheets 3 and 4 of the enclosed prints, and one other revision about 5 miles east of Vale as shown on sheets 13 and 14, the improvement will lie along the existing highway and will consist of grade-widening, drainage improvement and the construction of the 22-foot pavement with 6-foot shoulders. The enclosed sketch map shows the two line changes and the new connection to the John Day Highway on Glenn Street.

We propose to let the grading and paving contract at the Highway Commission meeting to be held in Portland on January 21 and 22, 1954, and the bridge contract for the new Malheur River Bridge sometime in April, 1954. It is expected that the proposed improvement will involve a total expenditure of some $625,000, approximately $175,000 of which comes from revenue received by sale of bonds authorized by the 1953 legislature. The balance of the funds are under the

regular federal-aid apportionment of federal and state funds allotted annually for state highway construction.

You may feel free to use any of the above data for your paper that you may wish. It appears that the printed news story which previously showed at Ontario is substantially correct, but we can not guarantee its accuracy, or its reference and use of local names and features. In your story, the source of information should be given as the Oregon State Highway Department at Salem.

We appreciate your writing to us and hope that the reply and data will permit your giving your subscribers an accurate and interesting story on this major highway improvement, which like many others, has been long overdue.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Acting State Highway Engineer

VGO'N:gs

Encl.

New Hiway to Vale To Change Route

Hiway Engineers Buying Land For Road

VALE — State engineers were in Vale and the vicinity this week checking ownership of properties and making offers for their purchase in preparation for the letting of bids on a new John Day Junction Malheur river bridge and road renovation from Cairo Junction to and through Vale.

Personnel in the Assessor's office said Tuesday that a state highway engineer was in the office checking properties that will be involved and that contracts on the job would be definitely let in April. According to information received, the engineer stated the plans for the highway improvement were definite and showed the blue printed plans and where the various improvements would take place.

Improve Highway

Beginning at Cairo Junction, widening and paving of the highway will be done all the way to Vale, with a number of present curves taken out, among them, the "Wood's" curve, about four miles east of Vale. Part of the Vale Butte will be trimmed where it juts out farthest and the new roadway will swing slightly north of the present road from that point to coincide with Wasnington street.

A new concrete bridge similar to the ones near Payette and Weiser will be built across the Malheur river and a junction or "Y" will swing north from it, curving into the John Day highway approximately three blocks north of the highway leading into Vale.

The main highway will continue down Washington street, and will curve over to the Burns highway just behind the Catholic church. A number of residences and the West Side Cabins will have to be moved, according to the engineer, as will several in the junction area.

One family, who was told they will have to be out of their house by April were made an offer for their property by the official. He told them that he planned to be in the vicinity about a month as he had approximately 30 places between Vale and Cairo to contact in a similar manner.

Those who sell out to the highway department to make room for the new roads, may have an opportunity to bid back on their houses in April if they wished, they were informed.

No official word has been released by the state highway commission.

THE MALHEUR ENTERPRISE

ROBERT V. THURSTON
Publisher

VALE, OREGON

November 6, 1953

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

I would like very much to get either official confirmation or denial of the enclosed news story which appeared in the Thursday, November 5 issue of the Ontario Argus-Observer.

I have been aware for some time that a highway change was contemplated through Vale and in the past year have written several letters in attempt to get definite information. The Commission has informed me in the past that while some change was contemplated and money for a new Malheur river bridge here had been earmarked, no definite plans were as yet developed.

As you can see from the clipping, no name is given as the source of the news, but it apparently came from someone in this area with some authority. It, of course, has stirred considerable interest here, and to clarify matters in the next issue of the Enterprise, Thursday, November 12, I would like to have all official information available regarding the improvement of the highway between Vale and the Cairo junction, on the new bridge and particularly anything with respect to a change or improvement in highway routing through Vale, itself.

I feel that only a statement from your office will put an end to the many rumors and the high degree of speculation which the enclosed news story has engendered here. A reply at your very earliest convenience will be most appreciated.

RECEIVED
NOV 9 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Robert V. Thurston

Robert V. Thurston

RECEIVED
FOR FILING

FORM E-30 25M 9-51 52319

Eng
Central Eur Engr.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1953

SUBJECT:

To: Memo to Probert:

NOTED
W. C. WILLIAMS

Mr. Williams has ordered that the entire section of the highway from Vale to Cairo Junction be included in the contract which we contemplate in that area.

Estimates indicate that, by leaving off the shoulder oiling, there will be sufficient money in the appropriation to do the remaining work. If such is the case, the project is to be constructed without shoulders.

If the job and the money do not fit, this matter should be reviewed.

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
FOR FILING

Const
R/W
Central Ave. Hwy.

September 16, 1953

Oregon State Highway Commission

Gentlemen:

We have completed the survey of the Vale-Cairo Junction Section of US20, and I attach a map on which is indicated the location. I am also attaching a separate map which shows, in greater detail, the plan of the interconnection between US20 and OR26 in Vale. The location follows the existing center line of the highway with two exceptions.

One exception is a section approximately one mile in length through the city of Vale where the new alignment places the highway on Washington Street, which is one block north of the existing route of the highway on "A" Street. The use of Washington Street affords a much better crossing of the Malheur River and likewise a much better connection between US20 and OR26. At the existing intersection of these two highways (Glenn Street and "A" Street), building development on each of the four corners of the intersection will not permit a satisfactory interchange between the two highways. The second departure from the existing alignment is at a point approximately six miles east of Vale, where a sharp series of curves in the existing alignment is eliminated. I have indicated, in red shading, the two points where the new location departs from the existing highway.

This matter will be on the next agenda, and I recommend your approval, as we have the west unit of this section programmed for construction and plan to call for bids early in 1954. The section to be constructed with programmed funds begins at Station 862 near the west limits of Vale and extends easterly to approximately Station 310, which is immediately east of the line change near the center of the project. There is budgeted for this section, including a new bridge across the river, a total of $623,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachments

cc Mr. H. G. Smith

WCW:me lg

14

13

18

UNION PAC

RIVER

23

24

R.45 E.

R.46 E

19

200

300

26

25

30

e Butte

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

VALE-CAIRO JUNCTION

CENTRAL OREGON HIGHWAY

MALHEUR COUNTY

Scale 1" = 2000'

June, 1953

For detail see 7B-20-9, 10, & 11

APPROVED

ASST. STATE HIGHWAY ENGINEER

Date 9-15-53

15 14 13

RIVER

22 23 24

MALHEUR

R.45 E. R.46 E

100 200

27 26 25

Vale Butte

34

ED

NGINEER

S.

S.

OREGON STATE HIGHWAY DEPARTM

SKETCH MAP

VALE-CAIRO JUNC

CENTRAL OREGON HIGH

MALHEUR COUNTY

Scale 1" = 2000'

For detail see 78-20-9, 10, 8

13

18

17

16

UNION PACIFIC

OREGON & E

24

R.45 E.

R.46 E

19

20

200

300

25

30

29

28

32

33

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

LE-CAIRO JUNCTION

ENTRAL OREGON HIGHWAY

MALHEUR COUNTY

= 2000'

June, 1953

For detail see 7B-20-9,10, & 11

16 15 14 13

GON & EASTERN R R

21 22 23 24

28 27 26 25

33 34 35 36

T. 18 S.

T. 19 S.

CAIRO

END OF PROJECT
STA. 615 + 91.21

Hallock
Gravel Pit

R.47 E.

R.46 E.

18

19

13

24

25

36

13

14

23

26

35

2°CL.
14°49'05"
572.80

400' SP
S 4°
@ 0.5

RIVER

13911+98.75 P.C.

13915+98.75 P.T.

MALHEUR

To Cairo Jct →

VALE
HOT SPRGS.

PROPOSED JOHN DAY HIGHWAY CONNECTION

VALE, ORE

CENTRAL OREGON HWY.

MALHEUR COUNTY

Rev. 4-20-53

SHORT ST

(1)

L3
400 Sp
S 4°
a 0.5

City Limits

2°CL.
TA 14°49'05"
Ts 572.80

400' Sp
S 4°
a 0.5

20

12°

Ho.
Ho.
Ho.
21
Ho.

RIVER

MALHEUR

To Cairo Jct.

VALE
HOT SPRG

PROPOSED JOHN DAY HIGHWA

VALE, ORE.

CENTRAL OREGON

MALHEUR COUNTY

Scale 1" = 100'

GLENN ST

WATER ST.

SHORT ST

ST.

Ho

Hc

B. Ho

131

2

1

3

G

10°

L3
400 Sp
S 4°
a 0 5

City Limits

T2
T3

Associated Oil
Bulk Plant

18

Proposed

20

D/W

12°

60'

90'

L2 904+57.85 PSC

L3 904+57.85 PSC

L3 908+51.85 PSC

ST.

Proposed Hwy. Relocation

1

2

23

22

21

Ho.

Serv
Sta

CENTRAL OREGON HWY.

Scale 1" = 100'

JOHN DAY HIGHWAY

To John Day

GLENN ST

WATER ST.

SHORT ST

ST.

ST.

Ho

G

S

B. Ho

131

2

3

1

18

19

20

City Limits

Associated Oil Bulk Plant

Proposed

R/W

100'

90°

Sta 27+90.6 Tangent

Sta 29+57.85 PSC

Sta 30+08.3

400 Sp

S 4°

a 05

Proposed Hwy. Relocation

JOHN DAY HIGHWAY

LONGFELLOW ST.

HARRISON

GLENN ST

WATER ST.

ST.

Associated Oil Bulk Plant

Proposed

R/W

Proposed Hwy. Relocation

WASHINGTON

ST.

Ho

G

S

B. Ho

151.

905

10.

20

4

5

3

2

16

17

18

19

25

24

23

22

LONGFELLOW ST.

GLENN ST.

WATER ST.

HARRISON ST.

WASHINGTON ST.

Associated Oil Bulk Plant

Proposed R/W

Proposed Hwy. Relocation

Ho

B. Ho

Serv. Sta

5 4 3 2 16 17 18 19 25 24 23 22

V A L

"A" ST.

← To Burns

CENTRAL OREGON HWY.

JOHN DAY HIGHWAY

To Hwy

Ho

Ho

Ho

Ho

G

S

Ho

G

Ho

G

10'

Ho

Ho

3

4

5

LONGFELLOW ST.

HARRISON

GLENN ST

Associated Oil
Bulk Plant

16

17

18

WASHINGTON

ST.

Proposed Hwy. Re

LONGFELLOW ST.

GLENN ST.

HARRISON

5

4

3

16

17

18

Associated Oil
Bulk Plant

WASHINGTON ST.

Proposed Hwy.

V A L

25

24

23

1

← To Burns "A" ST.

CENTR.

Form A-150—10M—12-54

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

RECEIVED
JUN 20 1955

City of Nyssa
Nyssa, Oregon

Attn: E. K. Burton, City Recorder

Invoice No. 39713

Date June 16, 1955

Your Req. No.

Billing Request No. co-169

Credit distribution: None

Agreed City of Nyssa's share of 1953 Special City Allotment project for paving 1st St. Covered by agreement dated February 24, 1954. City of pay all costs in excess of $15,000.

	Advance Deposit		2,625.00
Contract Items	12,112.56		
Construction Engineering	832.94		
Survey	265.06		
Total cost		13,210.56	
Less: Agreed State Share		15,000.00	
Balance due			None
To be refunded			$2,625.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ .....

By: .....

Claims: None of record

Remarks:

Date: 12-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON BOND

Warrant Mailed: 12-29-54
Ruth Rawlings

RECEIVED
DEC 3 - 1954
FOR FILING

223 - 1106
1155

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 29, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4155	2-Final	Warren Northest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26741	R-111797	$ 500.00	12/29/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 30, 1954

Time Extensions: to Oct. 18, 1954 without penalty

Completion Date: Oct. 18, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTE ON CARD

Warrant Mailed:
Ruth Rawlings

FORM E-30X 57½ 3-54 79730

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 23, 1954

NOTED
H. C. Ayers

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

NOTED

Dear Mr. Smith:

Attached is a copy of a letter of acceptance from Mr. Robert M. Applegate, City Manager, City of Nyssa, advising that the city has inspected the Nyssa 1st Street Project which we recently constructed and is accepting the work.

This project is one of our city projects constructed in 1954.

Very truly yours,

E. G. Bickmore

E. G. Bickmore
Assistant Division Engineer

EGB:gb

RECEIVED
DEC 27 1954
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30X 57½ 3-54 78730

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 23, 1954

NOTED
[illegible] AYERS

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

NOTED
[illegible]N

Dear Mr. Smith:

Attached is a copy of a letter of acceptance from Mr. Robert M. Applegate, City Manager, City of Nyssa, advising that the city has inspected the Nyssa 1st Street Project which we recently constructed and is accepting the work.

This project is one of our city projects constructed in 1954.

Very truly yours,

E. G. Bickmore

E. G. Bickmore
Assistant Division Engineer

EGB:gb

RECEIVED
DEC 27 1954
ENGINEER
COUNTY & CITY RELATIONS

C
O
P
Y

CITY OF NYSSA

Dec. 20, 1954

Mr. E. C. Johnson
Resident Engineer
Oregon State Highway Dept.
Ontario, Oregon.

Dear Mr. Johnson:

This is to inform you that the City of Nyssa has inspected the pavement on S. 1st Street between King and Good Avenues and on W. 1st Street between Green and Locust Avenues as completed per agreement with the State Highway Commission and find the job to be entirely satisfactory.

We wish to thank you for your cooperation in helping us in completing our share of the work and for your effort in getting such an excellent job done. We are looking forward to working with you in the future.

Very truly yours,

CITY OF NYSSA

Robert M. Applegate

Robert M. Applegate
City Manager.

RECEIVED
DEC 27 1954
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
DEC 17 1954
FOR FILING

323 - 1706

December 16, 1954

REGISTERED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4155 for work performed on the 1st Street project in Wyssa, Malheur County was completed by the contractor, Warren Northwest, Inc., on October 18, 1954, and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $500.00 will be released to the contractor on or after December 27, 1954. The total contract amount is $12,112.56, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Federal Insurance Company
Robt. R. Wallace, Manager
320 California Street
San Francisco 4, California

...ED ON CARD

RECEIVED
DEC 17 1954
FOR FILING

323-1706

December 15, 1954

Warren Northwest, Inc.
9860 Hancock Drive
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from September 30, 1954 to October 18, 1954 within which to complete your contract No. 4155, for paving on the Hyson (1st St.) Section in Malheur County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

L. C. Johnson,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
DEC 17 1954
FOR FILING

323-1706

December 15, 1954

Warren Northwest, Inc.
9860 Hancock Drive
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from September 30, 1954 to October 18, 1954 within which to complete your contract No. 4155, for paving on the Myers (1st St.) Section in Malheur County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

L. C. Johnson,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
NOV 26 1954
FOR FILING

223-1706

November 26, 1954

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
903 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 4155, covering paving on the Nyssa (1st Street) Section in Malheur County. This payment, in the amount of $11,612.56, will be released to the contractor on or after December 6, 1954. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
11-24-54

RECEIVED
NOV 23 1954
FOR FILING

-1706

November 22, 1954

Request for extension of time
No. 4
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Eyrie (1st Street) section, Contract No. 4155, from September 30, 1954 to October 18, 1954.

The contractor bid on this project with the idea of paving it at the same time as he paved the Vale-Cairo Section. Because of the delay on the Vale-Cairo section he did not move in his plant as early as anticipated. The overrun caused little inconvenience to the public and no additional cost to the State.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP: mc

Enclosure

cc Mr. H. G. Smith

RECEIVED
NOV 23 1954
FOR FILING

521 - 1716

November 22, 1954

Request for extension of time
No. 4
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Wynne (1st Street) Section, Contract No. 4135, from September 30, 1954 to October 15, 1954.

The contractor bid on this project with the idea of paving it at the same time as he paved the Vale-Cairo Section. Because of the delay on the Vale-Cairo section he did not move in his plant as early as anticipated. The overrun caused little inconvenience to the public and no additional cost to the State.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP: ms

Enclosure

cc Mr. H. G. Smith

Form E-1—1956

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 19 54

Section Nyssa (1St Street)

Highway City streets

Contractor Warren Northwest Inc.

Date of contract April 9, 19 54

Date work started September 15, 19 54

Amount of contract . . . . . $ 15,400

Estimated cost of completed project, exclusive of engineering . . . . . $ 14,000

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 800.00, 66 %

Kind of work Paving

Section prefix 323-1706

Contract number 4155

Date of completion October 20, 19 54

Estimated date of completion October 18, 19 54

Per cent of time elapsed 100 %

Date project was completed October 18, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The paving was completed on Monday of this week, the small amount of cleaning up to complete the project was done the seme day.

NOTED
B. A. MARTIN

RECEIVED
OCT 25 1954

Signed L C Fullerton

Address Box 402, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.37		0.37	0.37
Miles partially completed					
Miles completed		0.37		0.37	0.37
Total estimated quantities		640		80 c.y 13 tons	1450 tons
Estimated quantities moved or placed to date		350		80 c.y 11 tons	1100 tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers 1, Mixers 1, Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., paver, 10 trucks, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

State Printing

RECEIVED
APR 23 1954
FOR FILING

April 22, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission April 9, 1954, as follows:

Contract No. 4154, for grading and paving on the Vale-Cairo Section of the Central Oregon Highway in Malheur County.

Contract No. 4155, for paving on the Nyssa (1st Street) City Street Section in Malheur County.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

323-1716
4155

April 9, 1954

[illegible] ort west, Inc.
P. O. Box 597
Portland, Oregon

Gentlemen:

The State Highway Commission on February 24th accepted your proposals for grading and surfacing on the Vale-Cairo west end of the Central Oregon Highway and for grading on First street in the city of Nyssa in Malheur County for the combined sum of $514,139.50 and referred the contracts to the State Highway Engineer with authority to award the contracts to you as soon as necessary right of way was acquired for the Vale-Cairo section and approval of the Bureau of Public Roads received and as soon as approval of the City of Nyssa was received and the sum of $[illegible] was deposited by the City. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contracts in accordance with the Commission's authorization. These projects have been designated Contracts Nos. 4154 and 4155.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This notice may serve to you of this date.

Very truly yours

[illegible]

Secretary

cd

cc - [illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
APR 1 1954
FOR FILING

323-176
4155

April 1, 1954

[illegible] Construction, Inc.
P. O. Box 547
Portland, Oregon

Gentlemen:

The State Highway Commission on February 24th accepted your proposals for grading and paving on the Vale-Cairo section of the Central Oregon Highway and for grading on First Street in the city of Nyssa in Malheur County for the combined sum of $514,120.50 and referred the contracts to the State Highway Engineer with authority to award the contracts to you as soon as necessary right of way was acquired for the Vale-Cairo section and approval of the bonds of Pacific Indemnity was received and as soon as approval of the City of Nyssa was received and the sum of $2,[illegible] was forwarded by the City. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer has awarded you the contracts to comply with the Commission's authorization. These projects have been assigned Contract Nos. 4154 and 4155.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

[illegible] HIGHWAY COMMISSION

Secretary

ml

cc - [illegible]
[illegible]
[illegible]
[illegible]

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 9, 1954
9:15 a.m.

Warren Northwest, Inc.
9660 N. E. Hancock Drive
Portland 13, Oregon

Contracts for Vale-Juntura Section of Central Oregon - Junction (1st Street) Paving Project in Malheur County for which you submitted low combination bid on February 24 awarded you today. Contract forms follow shortly.

H. B. Claussen, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files
C. W. Read

John W. Cattrall
Engineer, County and City Relations

By H C Ayers

H. C. Ayers
Field Engineer

HCA:sh
Encl.

Salem, Oregon
March 5, 1954

NOTED
V. R IONES

NOTED
Harold C. Ayers

Mr. H. B. Glaisyer
Secretary

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

We hand you herewith a certified check from the City of Nyssa in the amount of $2625.00. This check is the advance deposit on the Special City Allotment Project in Nyssa. The project was bid in combination with the Vale - Cairo job.

This will clear the job for award as far as the City portion is concerned.

John W. Cattrall
Engineer, County and City Relations

By H C Ayers

H. C. Ayers
Field Engineer

HCA:sh
Encl.

RECEIVED
MAR 24 1954
FOR FILING

323-1706

4/55

Nyssa

MISC. CONTRACTS and AGREEMENTS No. 1542

Salem, Oregon
March 3, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Nyssa covering the construction of First Street from King Avenue to Good Avenue, and First Street from Green Avenue to Locust Avenue, a distance of approximately 0.38 mile, in connection with the Special City Allotment Fund.

The original of the above agreement has been retained in this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 1

general file

RECEIVED
MAR 3 1954
FOR FILING

Fin. & Acct.
allocations
To Cities

March 3, 1954

Mr. Robert M. Applegate, City Recorder
City Hall
Nyssa, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Nyssa covering the construction of First Street from King Avenue to Good Avenue, and First Street from Green Avenue to Locust Avenue, a distance of approximately 0.38 mile, in connection with the Special City Allotment Fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

rn
Enc. 1

FORM E-20 20M 9-51 52015

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I CE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement between the State and City of Nyssa covering the Special City Allotment project to be constructed in Nyssa.

Two copies of the agreement have been executed by the city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Minute Page 21153
Secretary

RECEIVED
FEB 17 1954

A

RECEIVED
FOR FILING

February 26, 1954

Warren Northwest, Inc.
P. O. Box 5074
Portland, Oregon

Gentlemen:

The State Highway Commission on February 24, 1954 accepted your bid in the amount of $514,194.50 on your combination bid for the Vale-Cairo Section of the Central Oregon Highway east from Vale and the Nyssa (1st Street) Paving Project in Nyssa, both in Malheur County, ($498,792.50 and $15,400, respectively), which was the low combination bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC

Enclosure

NOT
Harold C

NOTED
J. W. CATTRALL

NOTED

February 25, 1954

Mr. Robert H. Applegate
City Manager
Nyssa, Oregon

Dear Sir:

On February 24, 1954 the State Highway Commission received a bid on the First Street special city allotment project in Nyssa. The bid was made by Warren-Northwest Incorporated and the estimated total cost of the project based on this bid is as follows:

Contract Items	$15,400.00
Engineering and Contingencies	1,925.00
Survey	300.00
Total	$17,625.00

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with the project, an advance deposit of $2,625.00 is required. Please make this deposit by means of a certified check payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:sh

THE OWYHEE DAM—Irrigating 110,000 Acres of Land

City of Nyssa

NYSSA, OREGON

February 1, 1954.

Mr. John W.Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon.

Dear Mr. Cattrall:

In reply to your request dated January 26, 1954, I am enclosing the City Council's Resolution No. 183.

Very truly yours

CITY OF NYSSA
Robert M. Applegate
Robert M. Applegate
City Manager.

RMA/ht.

RECEIVED
FEB 1954

1-22-54

RESOLUTION NO. 183

WHEREAS, the City of Nyssa has entered into preliminary arrangements with the Oregon State Highway Commission for the improvement during 1954 of North First Street from Green Avenue to Locust Avenue and South First Street from King Avenue to Good Avenue under the program of the State Highway Commission to aid Cities of the State to pave streets in their municipalities which receive unusual traffic and excessive wear and are outside the State highway system; and

WHEREAS, the State Highway Commission has offered to pay such sum, not in excess of $15,000.00 as may be necessary, for the improvement of the aforementioned streets upon condition that the City of Nyssa will agree to pay all cost, if any, for the completion of said street improvement in excess of $15,000.00; and

WHEREAS, it is for the best interests of the public and the welfare of the City of Nyssa, that said aforementioned streets be paved and the Common Council of the City of Nyssa is desirous that said improvements be completed promptly; and

WHEREAS, the State Highway Commission of the State of Oregon has requested that an agreement between the State Highway Commission and the City of Nyssa be committed to writing as aforesaid.

WHEREAS, the City Council of the City of Nyssa deems it advisable that the City pay all costs of said improvement in excess of $15,000.00 and that a written agreement between the City and the State Highway Commission be executed as requested.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NYSSA:

That the City of Nyssa hereby agrees to pay all costs, if any,

WHEREAS, the City of Nyssa has entered into preliminary arrangements with the Oregon State Highway Commission for the improvement during 1954 of North First Street from Green Avenue to Locust Avenue and South First Street from King Avenue to Good Avenue under the program of the State Highway Commission to aid Cities of the State to pave streets in their municipalities which receive unusual traffic and excessive wear and are outside the State highway system; and

WHEREAS, the State Highway Commission has offered to pay such sum, not in excess of $15,000.00 as may be necessary, for the improvement of the aforementioned streets upon condition that the City of Nyssa will agree to pay all cost, if any, for the completion of said street improvement in excess of $15,000.00; and

WHEREAS, it is for the best interests of the public and the welfare of the City of Nyssa, that said aforementioned streets be paved and the Common Council of the City of Nyssa is desirous that said improvements be completed promptly; and

WHEREAS, the State Highway Commission of the State of Oregon has requested that an agreement between the State Highway Commission and the City of Nyssa be committed to writing as aforesaid.

WHEREAS, the City Council of the City of Nyssa deems it advisable that the City pay all costs of said improvement in excess of $15,000.00 and that a written agreement between the City and the State Highway Commission be executed as requested.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NYSSA:

That the City of Nyssa hereby agrees to pay all costs, if any, in excess of $15,000.00, incurred by the State Highway Commission of the State of Oregon in connection with the paving of First Street;

North between Green Avenue and Locust Avenue and First Street South between King Avenue and Good Avenue, in the City of Nyssa, upon condition that said State Highway Commission shall pay the first $15,000.00 toward the cost of said improvements.

BE IT FURTHER RESOLVED, that the City of Nyssa agrees to pay such excess payment, if any, to the State Highway Commission on demand.

BE IT FURTHER RESOLVED, that the Mayor and the City Recorder of the City of Nyssa be and they are hereby authorized to execute upon behalf of the City of Nyssa any written instruments necessary to effectuate the foregoing resolution;

Passed and adopted by the City Council of the City of Nyssa, Malheur County, Oregon, on this 22nd day of January, 1954 by the following vote:

AYES Chairman Jones, Councilmen Stunz, Wilson and Mink.

NAYES None

ABSENT Councilmen Bingman, Tobler and Thompson

Approved by the Mayor of the City of Nyssa, Oregon, this 22nd day of January, 1954.

Thos. G. Jones.
Mayor

ATTEST:

Robert W. McCaslin
Recorder

RECEIVED
JAN 15 1954
FOR FILING

Fin. & Acct.
allocation
2. Cities
Nyssa

Salem, Oregon
January 12, 1954

Mr. C. W. Enfield
Chief Counsel

Enclosed are four copies of an agreement with the City of Nyssa regarding the $250,000 Special City Allotment fund project previously approved by the Highway Commission on January 21, 1953.

This agreement has been prepared on forms approved by your office on November 27, 1953.

Please return three approved copies of this agreement to the County and City Relations Division for further handling, retaining one copy for your files. Your immediate attention to this matter would be appreciated.

W. C. Williams
Deputy State Highway Engineer

Encl.

HCA:MM
cc: J. W. Cattrall

RECEIVED
JAN 15 1954
FOR FILING

Fin. & Acct.
allocation
2 Cit...
Nyssa

Salem, Oregon
January 12, 1954

Mr. C. W. Enfield
Chief Counsel

Enclosed are four copies of an agreement with the City of Nyssa regarding the $250,000 Special City Allotment fund project previously approved by the Highway Commission on January 21, 1953.

This agreement has been prepared on forms approved by your office on November 27, 1953.

Please return three approved copies of this agreement to the County and City Relations Division for further handling, retaining one copy for your files. Your immediate attention to this matter would be appreciated.

W. C. Williams
Deputy State Highway Engineer

Encl.

HCA:MCM
cc: J. W. Cattrall

THE OWYHEE DAM—Irrigating 110,000 Acres of Land

City of Nyssa

NYSSA, OREGON

November 17, 1953

Mr. Harold C. Ayers
Engineer, County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers;

Per our conversation at the League of Oregon Cities annual meeting in Portland, Oregon, I have notified the City Council of your desire for written confirmation of the City's agreement to pay any difference between the contract price and the $15,000 authorized by the Oregon State Highway Commission for the paving of First Avenue between King Avenue and Good Avenue and between Green Avenue and Locus Avenue. This agreement has been put in the form of a motion and officially recorded in the minutes of the Council. There were no Nay votes and this letter should serve as written verification of this agreement.

I have delayed writing this letter until I could confir with Mr. Burton on the situation, since the Council felt that it would be highly desireable to complete all of the paving this next summer. Mr. Burton felt we had a written agreement concerning the completion of the two sections next summer, but I have been unable to locate any such agreement in our files. I do feel, however, that an agreement of this nature, if it could be arranged, would be highly desireable. Since the added expence of completing the paving in two seperate sections was not included in the orginal estimate, it will create an added finicial burden to the City and the adverse public opion created by leaving the streets unpaved for another year should be of concern to both the City and the State.

I beleive the City and the State both have a good deal to gain and very little to lose by the completion of this project as orginally schedualed. Mr. Burton has agreed to appear with me before the commission to plead our case if you feel this is possible and desirable.

Any assistance that you can personally offer in this matter will be greatly appreciated.

Yours truly,

Robert M. Applegate

Robert M. Applegate
City Manager

Contacted Mr Robt. M. Applegate and advised him Commission said no quote is following year

RECEIVED
NOV 1 1933
ENGINEER

Form cc-50
Special City Allotment

RECEIVED
MAR 17 1952
ENGINEER
COUNTY & CITY RELATIONS

3-11-52

RESOLUTION # 178

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Nyssa is an incorporated city of the State of Oregon, and has a population of 2525, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,

First Street South from King Avenue to Good Avenue

First Street North from Green Avenue to Locust Avenue

Locust Avenue from First Street North to Third Street North

Third Street North from Locust Avenue to the North City Limits

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

First Street South from King Avenue to Good Avenue

First Street North from Green Avenue to Locust Avenue

Locust Avenie from First Street North to Third Street North

Third Street North from Locust Avenue to the North City Limits

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Nyssa does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate E.K.Burton as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of March, 19 52.

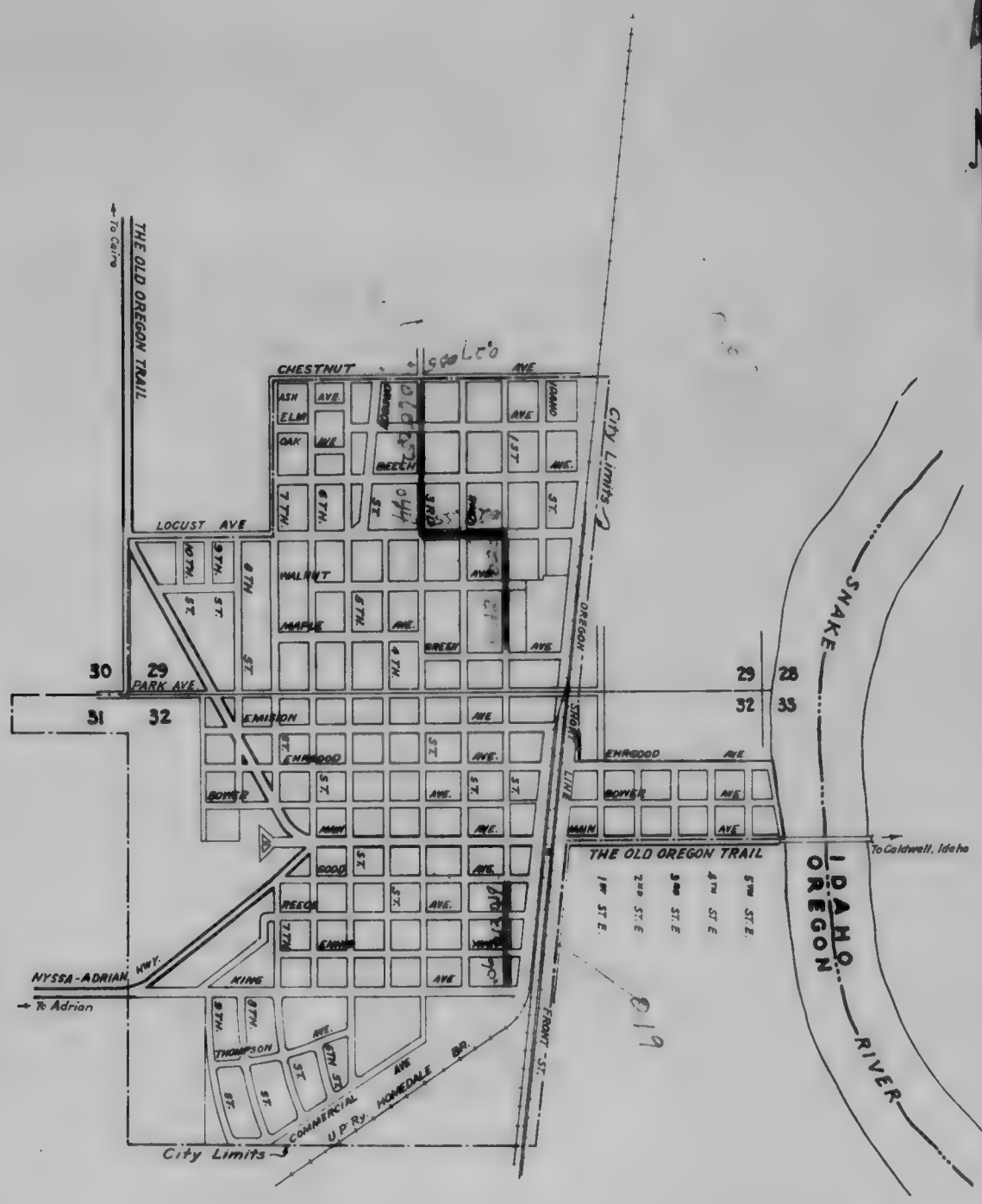
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - -

NYSSA

Scale 0 800 1600 2400

T. 19 S., R. 47 E. W. M.

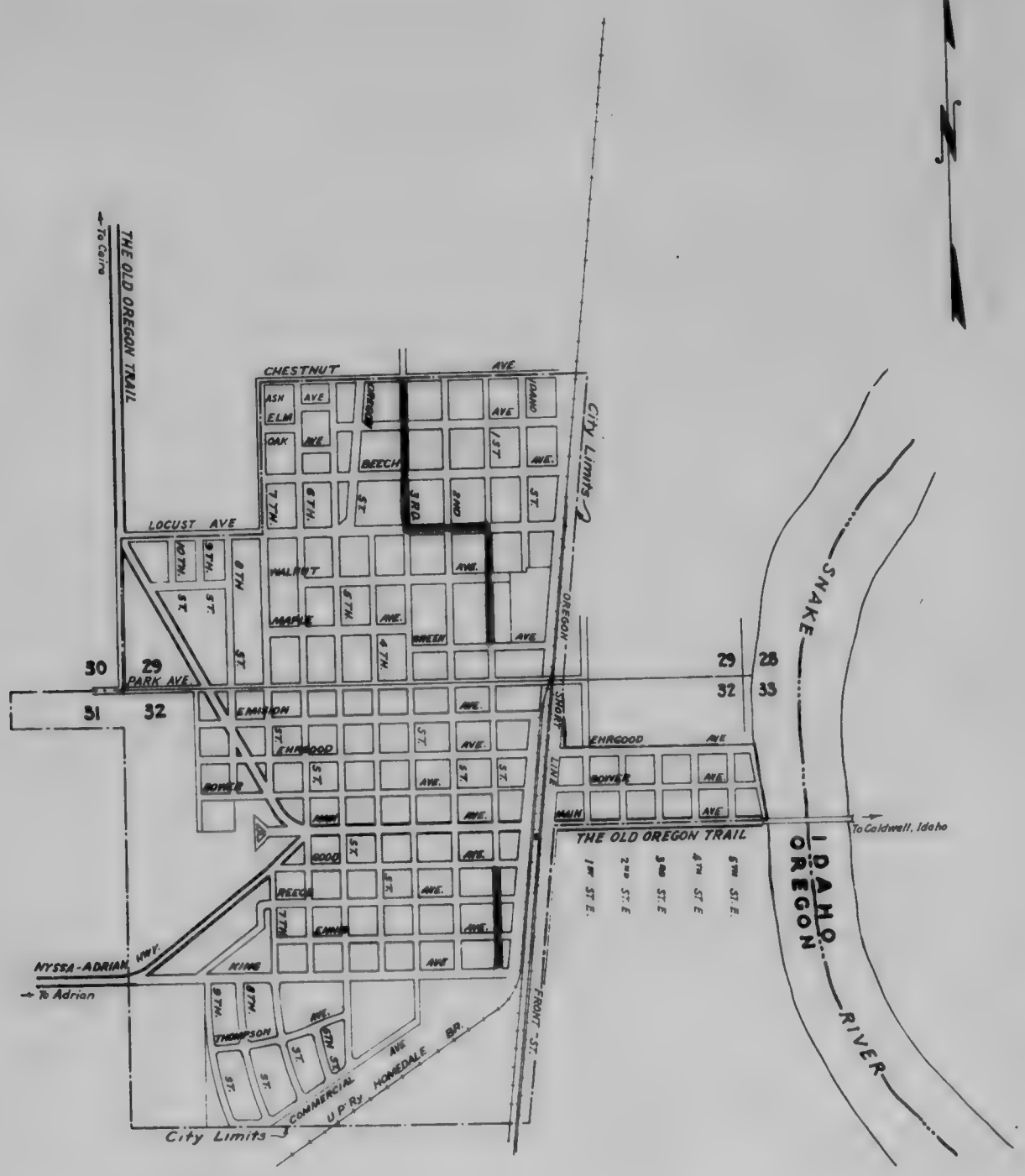


Rev 8-17-49

NYSSA

Scale 0 800 1600 2400

T. 19 S., R. 47 E. W. M.



Rev 8-17-48

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

March 6, 1952

Mr. E. K. Burton
City Manager
Nyssa, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of your letter of February 26, 1952, covering the $250,000 City Allotment Fund project in the City of Nyssa.

Please be informed that the available funds were not sufficient to cover all projects that qualified for improvement and those applications which were received early and showed the most need were approved. However, if the city wishes this same project considered for the 1953 fund, please fill out the enclosed resolution forms and return one signed copy to this office.

Although the deadline date for receiving such applications for the 1953 fund is set for September 1, 1952, you are requested to submit your application early.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

THE OWYHEE DAM—Irrigating 110,000 Acres of Land

City of Nyssa

NYSSA, OREGON

February 20, 1952.

Mr. John V. Cattrall
Engineer, City and County Relations
State Highway Department
P.O.Box 30
Salem, Oregon.

Dear Mr. Cattrall:

Your letter of February 11th states that the project we applied for in our resolution of August 14, 1951, was not approved. It does not state why it was not approved.

When Mr. Ayers was in Nyssa to investigate the project applied for, he told the writer it was his opinion the project qualified but did not believe it would be approved for the 1952 program as there were so many projects applied for prior to ours, the funds available would not reach.

If our project does qualify under the law, can it not be held over and submitted again for the 1953 program, or should we make a new application. We believe our project qualifies and desire very much to have it approved.

RECEIVED
MAR 3 1952
ENGINEER
COUNTY RELATIONS

Very truly yours
City of Nyssa
By E.K. Burton
E.K.Burton
City Manager.

24-1018 Deschutes River and Fulton Canyon Cr. Bridges. 1954

#4156

RECEIVED
SEP 30 1957
FOR FILING

September 25, 1957

Mr. Clifford C. Comisky
Chief, Legal Branch
Corps of Engineers
U.S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

In sending the copies of the agreement with the Corps of Engineers covering the Deschutes River Bridge on The Dalles Dam project, I neglected to attach to these agreements Exhibits A and B.

I am sending herewith three prints each and suggest that you attach them to the agreements, which I sent you yesterday.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn
Encl.

cc Mr. W. C. Williams
Mr. H. B. Glaisyer

September 24, 1957

Mr. Clifford C. Comisky
Chief, Legal Branch
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

As requested in your letter of September 20, I am sending, under separate cover, three copies of the contract between the State and Young & Smith Construction Company for the construction of the Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway in Sherman and Wasco Counties. I am also sending three copies of price agreements numbered 1 to 4 inclusive issued during the progress of the work on this contract.

Price Agreement No. 1 changes the type of cement specified for the work. Price Agreement No. 2 establishes a price for the cement used on the project. Price Agreement No. 3 is a minor modification of curb forms on the Deschutes River Bridge. Under Price Agreement No. 4, we adjusted with the contractor for extra costs occasioned by an error in the normal water elevation as shown on the plans.

I am also sending a copy of the final estimate paid to Young & Smith Construction Company for work on the project.

Also enclosed are three copies of the original agreement with the Corps of Engineers covering the project dated January 6, 1953. This agreement was modified by a supplemental agreement dated April 2, 1954, and again by a second supplemental agreement dated January 22, 1957.

I trust that these will satisfy your needs.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. H. Paxson
Assistant State Highway Engineer

CHPifm

cc Mr. W. C. Williams
Mr. H. B. Glaisyer

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPVL

September 20, 1957

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

This office is in the process of considering an appeal of Mr. Lee Hoffman, contractor under Government Contract No. DA-35-026-eng-20846 - Deschutes River Bridge. At a recent hearing on said appeal Mr. Hoffman asked leave to introduce in evidence the following documents:

(1) Contract No. DA-35-026-eng-20358 - Agreement between Corps of Engineers and the Oregon State Highway Department concerning the Deschutes River Bridge.

(2) Young & Smith Construction Company, Contract No. 4156 with State of Oregon covering the construction of the Deschutes River Bridge.

Mr. Hoffman was advised he would have to furnish three (3) copies of each and was referred to you as a source of procuring such documents. This office does not have copies available.

It is understood that the above documents have been requested from your office informally by Mr. Lee Hoffman and this letter request merely formalizes his informal request. It is further understood you will furnish three copies each of the above agreements and all modifications and work orders in connection therewith. All of the above documents should be forwarded to this office.

Very truly yours,

NOTED
G. S. PAXSON

Clifford C. Comisky

CLIFFORD C. COMISKY
Chief, Legal Branch

cc: Lee Hoffman
P.O. Box 37
Beaverton, Oregon

RECEIVED
MAR 5 - 1956

OREGON STATE HIGHWAY DEPARTMENT

FOR FILING (date) February 29, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4156	28-1018 4156	1-Post-Final — Young and Smith Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3482	3-14434	$ 10,957.64	2/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: None

Completion Date: May 31, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: There are 3 claims on file against this project

Remarks:

Date: 3-5-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
FEB 18 1956
FOR FILING

February 16, 1956

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
J. F. Lambe, Jr., Manager
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission will make a post-final payment to Young & Smith Construction Co. in connection with contract No. 4156, covering construction of the Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway in Sherman and Wasco Counties, as soon as the warrant is received form the Secretary of State.

This post-final payment is in the amount of $10,957.64. The revised total contract amount is $254,520.69, and no force account work was performed on the project.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

RECEIVED
DEC 21 1955
FILING

file

MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON 9, MASSACHUSETTS

21
4156

ARTHUR R. ROBERTS
MANAGER

BRANCH OFFICE
315 MONTGOMERY STREET
TELEPHONE: EXBROOK 2-7100
SAN FRANCISCO 4, CALIFORNIA

December 15, 1955

Oregon State Highway Department
Salem,
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re: Contract No. 4156 - Young & Smith Construction Company - Our Number C 768738

Your letter of November 25 was addressed to our office at Portland. It just reached us here. The purpose of this letter merely is to acknowledge receipt of your letter and to tell you that I am turning the matter over to our Legal Department.

It is our belief that the matter will be settled, and it is my hope that the contractor, by this time, has settled this small claim.

Very truly yours,

A. F. Aguirre

Assistant Manager

AFA:CR

NOTED
H. B. GLAISYER

RECEIVED
FILING

RECEIVED
NOV 29 1955
FOR FILING

28-1018
4156

Lewis &

November 25, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

Thank you for your letter of November 23 to which was attached three copies of a claim by Soule Steel Company against Young & Smith Construction Company, in the sum of $2,355.89 against our Contract No. 4156, your File No. 3533.

Also attached were three copies of a claim filed against Diamond Rock Company by Calkins Crushing Co. in the sum of $4,097.05 against our Contract No. 4400, your File No. 3532.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

RECEIVED
NOV 29 1955
FOR FILING

28-1018
4156

Lewis 8

November 25, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

Thank you for your letter of November 23 to which was attached three copies of a claim by Soule Steel Company against Young & Smith Construction Company, in the sum of $2,355.89 against our Contract No. 4156, your File No. 3533.

Also attached were three copies of a claim filed against Diamond Rock Company by Calkins Crushing Co. in the sum of $4,097.05 against our Contract No. 4400, your File No. 3532.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

[illegible], 1955

[illegible]
[illegible]
Salem, Oregon

Gentlemen:

[illegible] 4156
[illegible] No. 3122.

[illegible] 4400
[illegible] Telemnity [illegible] No. 4400, [illegible] No. 3120.

[illegible]

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Eric C. Stephens
Clerk
Property Division

Encs.

RECEIVED
NOV 25 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 29 1955
FOR FILING

Lewis

2X-10(1)X
4156

November 25, 1955

Massachusetts Bonding & Insurance Co.
Portland Branch Office
Lumbermen's Building
Portland 4, Oregon

Attention: Mr. J. F. Lambe, Jr.

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Soule Steel Company against Young & Smith Construction Co. in the sum of $2,355.89. The claim is for furnishing and installing reinforcing steel on the Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway in Sherman and Wasco Counties, our Contract No. 4156.

We furnish this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Young & Smith Construction Co.
701 N. E. 108th Avenue
Portland 16, Oregon

C. M. Pratt
Lumbermen's Building
Portland 4, Oregon

NOTED ON CARD

SOULÉ STEEL COMPANY

2630 N. W. ST. HELENS ROAD • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 3-8154

NOTICE

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Soule' Steel Company, has a claim for the furnishing and installing of reinforcing steel to the Deschutes River Bridges near The Dalles, Oregon, in the sum of $2,355.89, against the bond taken from Young & Smith Construction Company, 701 N. E. 108th Avenue, Portland, Oregon, and Massachusetts Bonding & Insurance Company, Lumbermens Building, Portland, Oregon, for the Deschutes River Bridges, by the Oregon State Highway Commission.

SOULE' STEEL COMPANY

By C. R. Reisner
C. R. Reisner
District Office Manager

Dated at Portland, Oregon, this 17th day of November, 1955.

File No. 3533

FILED
NOV 23 1955
EARL T. NEWBRY
SECRETARY OF STATE
SAN FRANCISCO • LOS ANGELES • PORTLAND • SEATTLE

SOULÉ STEEL COMPANY

2630 N. W. ST. HELENS ROAD • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 3-5154

AFFIDAVIT

State of Oregon)
) ss
County of Multnomah)

I, C. R. Reisner, District Office Manager for Soule' Steel Company, do hereby depose and say:

That Soule' Steel Company furnished and installed reinforcing steel for Young & Smith Construction Company, 701 N. E. 108th Avenue, Portland, Oregon, on the Deschutes River Bridges near The Dalles, Oregon, for the Oregon State Highway Commission, and that the balance due Soule' Steel Company for same, in the sum of $2,355.89, has not been received.

C. R. Reisner

Subscribed and sworn to before me this 17th day of November, 1955.

Frances Sabell
Notary Public for Oregon
My commission expires March 26, 1957.

SOULÉ STEEL COMPANY

2630 N. W. ST. HELENS ROAD • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 3-5154

November 17, 1955

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Enclosed herewith are notice and affidavit covering claim we are making in connection with reinforcing steel furnished and installed for Young & Smith Construction Company, 701 N. E. 108th Avenue, Portland, Oregon, at the Deschutes River Bridges near The Dalles, Oregon, for the Oregon State Highway Commission.

Yours very truly,

SOULE' STEEL COMPANY

C. R. Reisner
District Office Manager

CRR:jd
Encl.

cc: Oregon State Highway Commission
w/encl.
Massachusetts Bonding & Insurance Co.
w/encl.
N. O. Millar
w/encl.

SOULÉ STEEL COMPANY

2630 N. W. ST. HELENS ROAD • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 3-5154

NOTICE

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Soule' Steel Company, has a claim for the furnishing and installing of reinforcing steel to the Deschutes River Bridges near The Dalles, Oregon, in the sum of $2,355.89, against the bond taken from Young & Smith Construction Company, 701 N. E. 108th Avenue, Portland, Oregon, and Massachusetts Bonding & Insurance Company, Lumbermens Building, Portland, Oregon, for the Deschutes River Bridges, by the Oregon State Highway Commission.

SOULE' STEEL COMPANY

By C R Reisner
C. R. Reisner
District Office Manager

Dated at Portland, Oregon, this 17th day of November, 1955.

SOULÉ STEEL COMPANY

2630 N. W. ST. HELENS ROAD • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 3-5154

A F F I D A V I T

State of Oregon)
) ss
County of Multnomah)

I, C. R. Reisner, District Office Manager for Soule' Steel Company, do hereby depose and say:

That Soule' Steel Company furnished and installed reinforcing steel for Young & Smith Construction Company, 701 N. E. 108th Avenue, Portland, Oregon, on the Deschutes River Bridges near The Dalles, Oregon, for the Oregon State Highway Commission, and that the balance due Soule' Steel Company for same, in the sum of $2,355.89, has not been received.

C R Reisner

Subscribed and sworn to before me this 17th day of November, 1955.

Frances Schell
Notary Public for Oregon
My commission expires March 26, 1957.

RECEIVED
SEP 2 1955
FOR FILE

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS H REYNOLDS, MEMBER
La Grande
M K. McIVER, MEMBER
Portland
H B GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C WILLIAMS
1ST ASST STATE HWY. ENGR.
W W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C W. ENFIELD
CHIEF COUNSEL

September 1, 1955

Mr. Leroy B. Skousen
Attorney at Law
Failing Building
Portland 4, Oregon

Re: Claim of Young and Smith
Construction Company
Deschutes River Bridge
Contract No. 4156

Dear Mr. Skousen:

Please refer to your letter of July 29, 1955, concerning the claim of Young and Smith Construction Company arising out of the activities of Mr. Lee Hoffman, general contractor, who was the contractor for the U. S. Corps of Engineers in the construction of the Deschutes River railroad bridge under Contract DA-35-026-ENG-20846.

Under its contract with the State of Oregon, the Young and Smith Construction Company represented that it had made an examination of plans, specifications and the site of the work and had informed itself fully of all conditions pertaining to the work. The contract also required that the contractor pledge itself to cooperate with all other contractors and to look to such other contractors for damages for delay, et cetera. The special provisions of the contract contain the following provision. "It shall be the responsibility of the bridge contractor to familiarize himself with all of the conditions that may affect his bid and work on the project, as the State will not be liable for claims for damage by the bridge contractor that may be the result of changed conditions due to work of other contractors."

The operations of Mr. Lee Hoffman which led to the claim of the Young and Smith Construction Company were conducted pursuant to a contract with the U. S. Corps of Engineers. The Oregon State Highway Commission had no interest in or control over the work performed by Mr. Hoffman. The Young and Smith Construction Company

NOTE
G. S. ?

was specifically advised that the construction of railroad bridges and embankment would be performed by other contractors in the vicinity of the project covered in State Highway Commission Contract No. 4156.

Under the circumstances it is necessary that insofar as the State Highway Commission is concerned the claim of Young and Smith Construction be rejected and that the Commission deny all responsibility for any damages or losses suffered by the Young and Smith Construction Company by reason of the activities of Lee Hoffman.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM:jv

cc: U. S. Corps of Engineers
Lee Hoffman
P. M. Stephenson
J. S Parson

OREGON STATE HIGHWAY DEPARTMENT

(date)

July 8, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4156	13-Final	Young & Smith Construction Co	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13660	B-126771	$ 30,341.87	7/8/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings

ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: None

Completion Date: May 31, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: There are 3 of record

Remarks:

Claims aggregating approximately $14,310.00 have been filed against this project, however, there is no instruction from Surety Co. to withhold final payment.

Date: 7-11-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 11 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
JL 12 1955
FOR FILING

28-1018
4156

July 8, 1955

Auto Electric Supply Co.
219 West Third Street
The Dalles, Oregon

Attention: Mr. R. W. Biddle

Gentlemen:

Thank you very much for the note you placed on the bottom of our letter of June 1 stating that payment has been received for your claim against Young & Smith Construction Co. in the sum of $47.25 for materials furnished on our Contract No. 4156.

We will notify the Surety and the contractor that payment has been made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
gf

FORM S-135 REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

June 1, 1955

Auto Electric Supply Co.
219 West Third Street
The Dalles, Oregon

Attention: Mr. R. W. Biddle

Gentlemen:

This is to acknowledge receipt of your claim against Young & Smith Construction Company in the sum of $47.25 for materials furnished on Highway Contract No. 4156 for construction of the Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway in Sherman and Wasco Counties. This contract has not yet been completed.

The Massachusetts Bonding & Insurance Company, through C. M. Pratt, Lumbermens Building, Portland 4, furnished the Performance Bond for this contract. The bond is given to assure completion of the contract and payment of all bills incurred in it. If you feel that it might be necessary to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

C. H. Seaman

Secretary

FAQ:fp
Enclosure

REFERRED TO Filing BY SECRETARY
Insurance manual & letter sent on card

Payment has been received
Thanks Sincerely,
M E Biddle
Auto Electric Supply Co

RECEIVED
JUL 6 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
JUL 12 1955
FOR FILING

28-1018
4156

Lambe B.

July 8, 1955

Massachusetts Bonding & Insurance Company
Portland Branch Office
Lumbermen's Building
Portland 4, Oregon

Attention: Mr. J. F. Lambe, Jr.

Gentlemen:

On June 1, we wrote you that the Auto Electric Supply Company of The Dalles had filed a claim against Young & Smith Construction Co. in the sum of $47.25 for materials furnished on Highway Contract No. 4156 for construction of the Deschutes River and Fulton Canyon Creek bridges on the Columbia River Highway in Sherman and Wasco Counties. We have now received a note from them that payment has been received.

This information is furnished to you as your Company appears as surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:

cc Young & Smith Construction Co.
701 N. E. 108th Avenue
Portland 16, Oregon

C. M. Pratt
Lumbermen's Building
Portland 4, Oregon

Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

NOTED ON CARD

RECEIVED
JUN 21 1955
FOR FILING

June 20, 1955

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
J. F. Lambe, Jr., Manager
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4156 for construction of the Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway in Sherman and Wasco Counties was completed by the contractor, Young & Smith Construction Co., on May 31, 1955 but has not as yet been accepted by the Commission.

Final payment in the amount of $20,141.87 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $243,563.05 and no force account work was performed on the project.

There are three claims filed against this project aggregating about $14,310.08, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JUN 2 1955
FOR FILING

Lewis

June 1, 1955

Massachusetts Bonding & Insurance Co.
Portland Branch Office
Lumbermens Building
Portland 4, Oregon

Attention: Mr. J. F. Lambe, Jr.
Manager

Gentlemen:

A letter has been received from the Auto Electric Supply Co., 219 West Third Street, The Dalles, stating that Young & Smith Construction Co. owes them $47.25 for materials furnished on Highway Contract No. 4156 for construction of the Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway in Sherman and Wasco Counties. The purchases were made between December 27, 1954 and January 31, 1955.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Young & Smith Construction Co.
701 N. E. 108th Avenue
Portland 16, Oregon

C. M. Pratt
Lumbermens Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 2 1955
FOR FILING

June 1, 1955

Auto Electric Supply Co.
219 West Third Street
The Dalles, Oregon

Attention: Mr. R. W. Biddle

Gentlemen:

This is to acknowledge receipt of your claim against Young & Smith Construction Company in the sum of $47.25 for materials furnished on Highway Contract No. 4156 for construction of the Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway in Sherman and Wasco Counties. This contract has not yet been completed.

The Massachusetts Bonding & Insurance Company, through C. M. Pratt, Lumbermens Building, Portland 4, furnished the Performance Bond for this contract. The bond is given to assure completion of the contract and payment of all bills incurred in it. If you feel that it might be necessary to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

R. W. Biddle

AUTO ELECTRIC SUPPLY CO.

Distributors and Authorized Factory Service

GENUINE AUTOMOTIVE ELECTRICAL PARTS -:- CARBURETORS -:- ACCESSORIES

219 WEST THIRD STREET

Phone 2992

THE DALLES, OREGON

May 25, 1955

H B Glaisyer
State Highway Commmission
Salem, Oregon

Gentlemen:

Inclosed please find an itemized copy of purchaces made by Young & Smith Contractors Deschutes River Bridge contract #4156.

We understand they are bonded, and have been refered to you. Since we have had no response to our statements or inquiries as to why payment was being withheld. All purchaces were made between December 27, 1954, and the last January 31, 1955.

Please advise if it will be necessary to contact anyone else, and what proceedure.

Thanks,

Sincerely,
R.W. Biddle
R.W. Biddle

REFERRED TO
BY SECRETARY

RECEIVED
MAY 26 1955
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

AUTO ELECTRIC SUPPLY CO.

Distributors and Authorized Factory Service

219 WEST THIRD STREET THE DALLES, OREGON

PHONE 5433

May 25, 1955 19

Young & Smith Construction

701 N.E. 108th Ave.

Portland, Oregon

2% 10th Prox. 6% Int. Charged on Past Due Accounts

DATE	ITEMS	DEBIT	CREDIT	BALANCE
12 27	Invoice 44909	8 49		
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1 31	" 45767	21 82		
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COMMISSION

OTED ON CARD

RECEIVED
MAR 30 1955
FOR FILING

March 29, 1955

Goodat Crane Service
1735 S.E.Union Avenue at Mill
Portland 14, Oregon

Gentlemen:

A carbon copy of a letter has been received in this office which was directed by you to Young and Smith, concerning a claim you have against them in the sum of $1,413 for rental of a truck crane furnished on a project at The Dalles. This project appears to be our contract No. 4156 which was awarded to Young and Smith Construction Company for construction of Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway in Sherman and Wasco Counties. This contract has not yet been completed.

The Massachusetts Bonding & Insurance Company, through Mr. C. M. Pratt, Lumbermens Building, Portland 4, Oregon, furnished the Performance Bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you feel that it might be necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure necessary for such a filing. In the meantime, the claim will be noted in our records.

As the letter is not directed to us, we are not notifying the surety of this claim at this time. However, if your claim is filed with the Secretary of State, such notification will then be made to the surety. If you wish to notify the surety, you are, of course, at liberty to do so.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

FAQ:fp
Enc.

CRANES & TRUCKS
GOODAT CRANE SERVICE
1735 S. E. UNION AVENUE AT MILL • PORTLAND 14, OREGON
ALL KINDS OF HOISTING AND EXCAVATING • RENTAL OR CONTRACT
— TELEPHONES —
VErmont 5161 - 5127 Shop TAbor 4691

Truck Cranes — 28 to 130 ft. Booms
Hauling • Dragline • Compressors
Buldozers • Clamshells • Trench Hoe
Lincoln Electric Welder
STEEL BUILDINGS ERECTED

Copy to:

Oregon State Highway Commission
Salem, Ore.

1156

March 25, 1955

Young and Smith
306 Beason Bldg.,
Salt Lake City, Utah

Gentlemen:

On October 12, 1954, we rendered your field office in Portland our invoice #672, in the amount of $1413.00, which covered rental of a truck crane, and incidentals thereto, on a project on which you were working at The Dalles, Oregon.

As of this date,we have not received payment of this invoice, even after writing your office at The Dalles requesting payment, and thought we should bring this matter to your attention at your home office.

We would appreciate hearing from you about the matter, or better still, receiving your check to cover the account.

Yours very truly,

GOODAT CRANE SERVICE

By Walter Goodat

RECEIVED
APR 8 1955
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
FEB 21 1955
FOR FILING

24-111 K

February 17, 1955

Morrison-Knudsen Company, Inc.
212 S. E. First
Pendleton, Oregon

Attention: Mr. Merlin L. Young

Gentlemen:

This is to acknowledge your letter of February 16 in which you state that your company has a claim against Young and Smith Construction Company in the amount of $12,849.83 for equipment and materials furnished on our Contract No. 4156 for construction of the Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway in Sherman and Wasco Counties.

The Massachusetts Bonding and Insurance Company through C. M. Pratt, Lumbermens Building, Portland 4, furnished the bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it. The contract completion date is set for May 31, 1955.

If you feel it necessary to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing this filin , we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

NOTED ON CARD

Morrison-Knudsen Company, Inc.

GENERAL CONTRACTORS

PRINCIPAL OFFICE
319 BROADWAY
BOISE, IDAHO

PENDLETON OFFICE
313 S. E. FIRST
PENDLETON, OREGON

February 16, 1955

4156

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to Oregon State Highway Department project of constructing bridge accrossed the Deschutes River, Wasco County, Oregon for which contract was let to Young & Smith Construction Company.

Commencing in May of 1954, Morrison-Knudsen Company, Inc. has furnished equipment and rock materials and performed work for Young & Smith Construction Company in connection with the construction of above mentioned bridge to a total amount of $19,221.91 of which $6,372.08 has been paid but leaving an unpaid balance to date of $12,849.83.

We call this to your attention and record as a Contractors unpaid bill on the project.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

by Merlin L. Young
Merlin L. Young
Division Office Manager

cc: Mr. E. B. Potter
Morrison-Knudsen Company, Inc.
Pendleton, Oregon
cc: Mr. C. B. Wert
Morrison-Knudsen Company, Inc.
Boise, Idaho

RECEIVED
FEB 17 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
FEB 21 1955
FOR FILING

February 17, 1955

Massachusetts Bonding & Insurance Co.
Portland Branch Office
Lumbermens Building
Portland 4, Oregon

Gentlemen:

A letter has been received from Morrison-Knudsen Company, Inc., 212 S. E. First, Pendleton, Oregon, stating that Young and Smith Construction Company owes them the sum of $12,849.83 for equipment and rock materials furnished on Contract No. 4156 for construction of the Deschutes River and Fulton Canyon Creek bridges on the Columbia River Highway in Sherman and Wasco counties.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - Young and Smith Construction Co.
701 N. E. 108th Avenue
Portland 16, Oregon

NOTED ON CARD

RECEIVED
NOV 26 1954
FOR FILING
22-10-15
FILE
41-56

November 18, 1954

State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to your letter dated November 10, 1954 regarding placing of fills at ends of the Deschutes River highway bridge. Inspection of the site on November 16, 1954 indicates that on the west end removal of staging and forms and cleanup was still required and on the east end the top of concrete in Pier 9 is approximately eight feet below subgrade elevation. If fill is placed on the east end over these piers, your contractor will be required to excavate through eight feet of fill. Further, it will be almost impossible to place fill around these columns without damage to the reinforcing steel which protrudes from the top of the columns.

It is understood that removal of the staging at the west end will be accomplished by November 19, 1954. Your recommendation as to procedure for fill placement on the east end is requested. It is also understood that if fill is placed which interferes with the construction of Pier 8, no additional charges will be made against the Government for the removal and replacement during construction of the pier. Your concurrence is requested.

Very truly yours,

D. S. PARKER
Lt. Colonel, Corps of Engineers
Executive Officer

RECEIVED
NOV 19 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 6 - 1954
FOR FILING

October 4, 1954

The District Engineer
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your letter of September 28 requesting estimated dates for completion of the bridge abutments at the Deschutes River and Fulton Canyon structures.

The Fulton Canyon structure is complete and on October 1 was available for making the approach embankments. At the Deschutes River Bridge, Pier No. 1, which is the west pier, should be ready for approach embankment on November 1. Our contractors have not begun work on Pier No. 9, which is the east abutment. We are bringing all the pressure we can on them to expedite the work on this pier and see no reason why it should not be ready by November 15.

In connection with the embankment at the east end of the structure, the material from the railroad embankment will extend out over a portion of the area to be occupied by Pier No. 8. Our contractor informs us that the placing of this embankment will not interfere with his work and that he prefers to dig through the small amount of embankment that will come into his area rather than work in the depth of water which now flows across Pier No. 8 due to his dike on the west side of the river.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

GSP:gm
cc G. S. Paxson

ASSIGNMENT

Date: September 29, 1954 No. 5403 By hcw

Description: Letter from J. U. Moorhead, Col., Corps of Engrs., Dist. Engr., U.S.Army, 628 Pittock Block, Portland 5, 9-28-54, re dates of availability of Deschutes River & Fulton Canyon hwy bridge abutments, on Contract No. DA-35-026-eng-20358 for relocation of State Hwy U.S.Route 30.

Acknowledged by ____ Referred to G.S.Paxson

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
XXX Return with rough draft of reply
__ Prepare reply for signature of Mr. _____
__ Contact correspondent and report

- - - - - - - - - - - - PLEASE RETURN TO - -
- - - - - - - - - - - - W. C. WILLIAMS - -
- -
- -

Remarks:

Executed 10-4-54 Report Received _____
me

GINEERS. U. S. ARMY
E DISTRICT ENGINEER
. OREGON DISTRICT
PITTOCK BLOCK
AND 5, OREGON

September 28, 1954

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

No. DA-35-026-eng-20358 for the
Route 30.

estimated dates of availability
Canyon highway bridge abutments.
duling the placing of backfill

matter will be greatly appreciated.

Very truly yours,

J. U. MOORHEAD
Colonel, Corps of Engineers
District Engineer

Stephenson Sir
Lee me
KHP

RECEIVED
SEP 29 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 1954
STATE HIGHWAY COMMISSION

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPHE

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

September 28, 1954

REFER TO FILE
NO.

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to Contract No. DA-35-026-eng-20358 for the relocation of State Highway U. S. Route 30.

Information is needed on the estimated dates of availability of the Deschutes River and Fulton Canyon highway bridge abutments. These dates are necessary for scheduling the placing of backfill by our contractors.

Your prompt attention to this matter will be greatly appreciated.

Very truly yours,

J. U. MOORHEAD
Colonel, Corps of Engineers
District Engineer

Stephenson Sir
See me
KHP

RECEIVED
SEP 29 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP [illegible] 1954
OREGON STATE HIGHWAY COMMISSION
[illegible]

RECEIVED
MAY 17 1954
FOR FILING

May 14, 1954

Young & Smith Construction Co.
701 N. E. 108th Avenue
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4156, which was awarded to you April 19 by the State Highway Commission, covering construction of the Deschutes River and Fulton Canyon Creek Bridges on the Columbia River Highway in Sherman and Wasco Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

Agenda

RECEIVED
JUN
FOR FILING

AGENDA
MAY 11 1954

April 19, 1954

Young and Smith Construction Co.
701 S. W. 14th
Portland 16, Oregon

Gentlemen:

The State Highway Commission on April 1st accepted your proposal for construction of the Deschutes River Bridge and the Bull n Canyon Creek Bridge on the Columbia River Highway in Sherman and Wasco counties for the sum of $245,900.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as the necessary right of way was acquired. This note is to inform you that such condition has now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4156.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

mt

cc - C. . . Wynne, Industrial Relations Comm.
Mr. . . Smith
Mr. . . Lawson
Mr. . . Colbert
Mrs. Goldie Lewis

E. R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 19, 1954
3:30 p.m.

Young and Smith Construction Co.
701 N. E. 108th
Portland, Oregon

Contract for Deschutes River and Fulton Canyon Creek Bridges on Columbia River Highway in Sherman and Wasco Counties for which you submitted low bid on April 1 awarded you today. Contract forms follow shortly.

R. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

when building.

Also inclosed is a print of segment "P" Real Estate map on which is indicated the tracts that a hearing on Application for Judgment on Declaration of Taking and order of Possession has been set for 1:30 P.M. on Monday, April 19, 1954. As soon as the results of this hearing are known, you will be advised.

Very truly yours,

2 Encl.
1. Print DEH-1-5-2A/3
2. " Segment "P"

T. H. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

RECEIVED
APR 19 1954
OREGON
STATE HIGHWAY COMMISSION

Original with to Endorsement Dec Patent

RECEIVED
FOR FILING
APR 19 1954
4/15

April 15, 1954

State Highway Department
Salem
Oregon

Gentlemen:

Reference is made to letters to you dated March 24, 1954 and April 5, 1954 giving my approval of the plans and bidding proposal for the Fulton Canyon and Deschutes River bridges on the relocation of Highway No. 30, The Dalles Dam Project.

For your information there is inclosed a print of drawing No. DWH-1-5-21/3 which has been marked in red to show the area in the vicinity of the Deschutes River on which the Government has obtained immediate possession of, subject to the rights of the vendor and tenant to occupy certain buildings with access thereto and use of water system until June 30, 1954. These buildings are clear of the relocated Highway No. 30, Deschutes River bridge. Other buildings are to be disposed of by the Government. It is expected that these buildings will be removed by May 17, 1954 except the restaurant building which the tenant will occupy on a 15 day notice to vacate such building.

Also inclosed is a print of segment "F" Real Estate map on which is indicated the tracts that a hearing on Application for Judgment on Declaration of Taking and order of Possession has been set for 1:30 P.M. on Monday, April 19, 1954. As soon as the results of this hearing are known, you will be advised.

Very truly yours,

2 Incl.
1. Print DWH-1-5-21/3
2. " Segment "F"

T. H. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

RECEIVED
APR 19 1954
OREGON
STATE HIGHWAY COMMISSION

Original with
to

RECEIVED
APR 5 1954
FOR FILING

25-1015
4/54

April 5, 1954

Young & Smith Construction Company
701 N. E. 108th Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 accepted your bid in the amount of $245,900 for construction of Deschutes River and Fulton Canyon Creek Bridges in Sherman and Wasco Counties, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[redacted]
Enclosure
cc: H. G. Smith
S. H. Probert
R. G. Savage (SIAC)
G. S. Paxson

RECEIVED
FOR FILING

Brand
22-412
41-6

April 5, 1954

State Highway Department
Salem
Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

Reference is made to your letter dated March 30, 1954 regarding approval of the plans and bidding proposal for construction of the bridges at Fulton Canyon and Deschutes River on the relocated Highway No. 30, The Dalles - Dee project.

I am returning one set of the plans and one copy of the bidding proposal which have been stamped approved and signed. The incomplete set of drawings approved by me on March 22 need not be returned. They may be destroyed as you see best.

Very truly yours,

T. A. [illegible]
Colonel, Corps of Engineers
District Engineer

2 Incl.
1.One set plans
2.One bidding proposal

RECEIVED
APR 7 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 30 1954
FOR FILING
FORM E-90 25M 8-51 52315

28-1015
4156

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1954

SUBJECT: Deschutes River and Fulton Canyon Bridges

To:

Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

Herewith copy of a letter from the U. S. Engineers concerning the right of way at the Deschutes River Bridge. It will be necessary to withhold award of contract until the right of way is cleared. We have the 45-day holding clause in our specifications.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

Approved

March 24, 1954

State Highway Department
Salem
Oregon

Gentlemen:

Reference is made to your letter dated March 7, 1954 submitting plans for the Fulton Canyon Creek bridge and the Deschutes River bridge for the relocated highway No. 27, The Dalles - Madras Project. The print showing the general location of the two Fulton Canyon Creek bridges referenced as being included with these bridge plans, was not received, nor the specifications for this construction. I am returning one set of the plans which have been stamped approved and signed.

As discussed with Mr. Pearson, the right-of-way for the bridge on relocated highway No. 30 at Fulton Canyon is now available for construction. As further discussed, it is anticipated that right-of-way for the Deschutes River bridge will be available April 15, 1954, with the exception that the remaining buildings will be sold by the Government with removal by May 15, 1954. Right-of-way for the bridge on Fulton Canyon Creek road connection is not now available. Condemnation proceedings are to be filed on this property with request for order for immediate possession. This filing will be made about April 1, 1954, and it is hoped that possession will be had by May 1, 1954.

The construction of the approach fills are included in the grading contract for construction from The Deschutes River to Pigeon section. It is provided in the specifications that the substructures for the Deschutes River Highway bridge will be completed by September 1, 1954 and for the Fulton Canyon bridge by October 1, 1954 so that the construction of the superstructure can be done after these dates.

Very truly yours,

T. J. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

2 Incl.(w/cy w/c)
1. Plans Deschutes R. Br.
2. " Fulton Canyon Br.

cc - Real Estate Division
Construction Division
Relocations, Resident Engineer, The Dalles.

RECEIVED
MAR 26 1954
OREGON
STATE HIGHWAY COMMISSION

FORM S-123 50M REVISED 2-54

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

58-1018
4/56

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 5, 1954

NOTED
W. C. WILLIAMS

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Attention: Mr. G. K. McKenzie

Dear Sir:

Re: Deschutes River and Fulton Canyon Bridges

Following our conference yesterday with reference to right of way at the Deschutes River and Fulton Canyon bridges, we have decided to advertise these projects for the April 1 and 2 meeting of the Highway Commission with a provision in the advertisement that award can be withheld for 45 days. We, of course, want to make this award at the earliest possible time and would urge that everything possible be done to expedite the obtaining of the necessary right of way.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc W. C. Williams

NPCD-4

December 10, 1953

Oregon State Highway Department
Salem
Oregon

Gentlemen:

Inclosed for your information are two prints of an unsigned drawing showing the Fulton Canyon Bridge site on the relocated alignment for Highway No. 30, The Dalles Dam Project.

Also shown on this drawing in phantom is the layout of abutments and piers for the bridge on the latest relocated alignment for the Union Pacific Railroad. The location of test pits and power probe holes together with information obtained therefrom is also shown.

It would be appreciated if you would furnish this office the layout of your bridge when you have completed your plans.

Very truly yours,

T. H. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

1 Incl (dup)
Prints as listed

file

NPCOD-4

December 10, 1953

Oregon State Highway Department
Salem
Oregon

Gentlemen:

Inclosed for your information are two prints of an unsigned drawing showing the Fulton Canyon Bridge site on the relocated alignment for Highway No. 30, The Dalles Dam Project.

Also shown on this drawing in phantom is the layout of abutments and piers for the bridge on the latest relocated alignment for the Union Pacific Railroad. The location of test pits and power probe holes together with information obtained therefrom is also shown.

It would be appreciated if you would furnish this office the layout of your bridge when you have completed your plan.

Very truly yours,

T. H. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

1 Incl (dup)
Prints as listed

Original sent to Mr. Papen

BFI-189(17) Deady-S. Umpqua River Unit, 1954
Deady-Shady Sec., Pacific Hwy.

#4157

RECEIVED
1957
FOR FILING

Monthly transaction number	For [illegible]-2A (5-37-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
9-82			Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		County
5			Douglas
			Project number
			BFI-189(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 22, 19 54, is hereby modified as follows:

Revised estimated total cost of project $ 299,682.90

Revised Federal funds $ 185,743.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Raymonds

Chairman, State Highway Commission
(Title)

By [illegible]

Member, State Highway Commission
(Title)

By [illegible]

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

/s/ W. C. Williams
State Highway Engineer

USComm-DC 11170

RECEIVED
OR SEP 21 1957
FOR FILING

Contract 4157

Monthly transaction number	For FH.-2A (5-31-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
9-88			Oregon
Project report number BFI-187(17) 6 BFI-78(21)	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		County Douglas
			Project number BFI-78(21)

4157 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 22, 19 54, is hereby modified as follows:

Revised estimated total cost of project $ 610,109.60

Revised Federal funds $ 378,145.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Raymonds

Chairman, State Highway Commission
(Title)

By W K McLean

Member, State Highway Commission
(Title)

By O K Newman

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

BFI-189(17)
BFI-78(21)
4157

W.C. Williams

August 17, 1956

FINAL COST ANALYSIS

Deady–South Umpqua River
Contract #4157

Paving

Pacific Highway
Prefix: 10–1094

E. C. Hall & J. C. Compton Co., Contractor
C. T. Keasey, Resident Engineer

BFI 189 (17)
BFI 78 (21)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Structural Excavation	180.4	Cu.Yds.	$ 4.00	$ 4.00	$ 722.37	$ 721.60
8" Perf. Metal Drain Pipe, Coated	1,581	Lin.Ft.	2.25	2.19	3,469.28	3,557.25
3/8"–0 Backfill in Drains	215	Cu.Yds.	4.00	3.82	821.87	860.00
Concrete Catch Basins	3	Each	100.00	83.38	250.13	300.00
Corr. Metal Sight Posts	421	Each	3.25	2.16	910.10	1,368.25
Metal Guard Rail	993	Lin.Ft.	3.50	2.73	2,710.31	3,475.50
3"–0 Mat. in Base	57,293	Cu.Yds.	1.65	1.68	95,984.10	94,533.45
3/4"–0 Mat. in Base and Shoulders	31,421	Cu.Yds.	1.90	1.94	60,822.74	59,699.90
Sprinkling	5,719.8	M/gal.	2.50	2.19	12,553.90	14,299.50
3/4"–0 Mat. in Binder Crse.	1,192	Cu.Yds.	3.00	2.78	3,309.04	3,576.00
RC–3 Asph. in Binder Crse.	247.86	Ton	40.00	34.24	8,485.74	9,914.40
Class "B" Asph. Concrete Surface	38,902.69	Ton	5.55	5.18	201,623.75	215,909.95
Agg. in Oil Mat Wearing Surface	2,994	Cu.Yds.	3.25	3.16	9,457.45	9,730.50
150–200 Asph. in Oil Mat Wearing Surface	225.26	Ton	45.00	38.24	8,614.88	10,136.70
RS–1 Asph. in Oil Mat Wearing Surface	59.78	Ton	45.00	40.17	2,401.72	2,690.10
2½" Asph. Concrete Traffic Markers	3,824.8	Lin.Ft.	1.00	.76	2,901.90	3,824.80
3/4"–½" Cr. Mat'l in Stockpile	1,257.1	Cu.Yds.	2.00	1.85	2,326.90	2,514.20
½"–¼" Cr. Mat'l in Stockpile	1,192.8	Cu.Yds.	2.00	1.85	2,202.08	2,385.60
¼"–#10 Cr. Mat'l in Stockpile	612.2	Cu.Yds.	2.00	1.85	1,132.82	1,224.40

Contract #4157

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#1 150-200 Asph. in Seal Coat	212.16	Ton	$ 45.00	$ 38.94	$ 8,260.98	$ 9,547.20
PA#1 Aggregate in Seal Coat	1,527	Cu.Yds	4.80	4.20	6,422.22	7,329.60
PA#2 Purchase Excess Oil Aggr. in Stockpile	2,952.8	Cu.Yds.	1.25	1.49	4,399.67	5,691.00
Force Account					4,013.69	4,250.25
PA#1 ¼"-#10 Aggr. in Seal Coat	595	Cu.Yds.	5.45	4.34	2,584.64	3,242.75
					$446,382.26	$468,782.88

Gross Revenue	$468,782.88
Total Cost	446,382.26
Net Profit	$ 22,400.62

Net Profit Equals 4.8% of Gross Revenue

Deady-South Umpqua River
Contract#4157

Detail of Cost

Labor:

Labor	$ 155,919.50	
Labor Insurance	10,134.77	
Health and Welfare	4,465.02	
		$ 170,519.37

Materials:

8" Perf. Metal Pipe	1,581	Lin.Ft.	at $ 1.35	$ 2,134.35	
8" Perf. Metal Bands	79	Each	" 1.23	97.17	
Metal Guard Rail & Wood Posts	993		" 1.52	1,509.36	
Metal Sight Posts	421		" 1.25	526.25	
RC-3 Asphalt	247.86	Ton	" 25.75	6,382.40	
85-100 Asphalt	2,095.86	Ton	" 21.90	45,895.83	
RS-1 Asphalt	59.78	Ton	" 25.20	1,506.46	
150-200 Asphalt	437.42	Ton	" 22.50	9,841.95	
Freight on Asphalt	2,840.76	Ton	" 6.35	18,038.83	
Redi-Mix Concrete				85.00	
Catch Basin Grates & Frames				48.00	
					$ 86,065.60

Equipment Rentals and Misc. Supplies:

Equipment Rentals, Owned	$ 107,028.00	
Equipment Rentals, Hired	28,097.39	
Gas, Oil and Grease	18,492.31	
Electric Power	4,548.00	
Move In, Freight and Cartage	7,285.31	
Bond	3,141.37	
P.L. & P.D. Insurance	1,949.00	
PUC	420.09	
Small Tools & Misc. Supplies	3,852.38	
Home Office & General Overhead	10,529.12	
Heating Oil	4,454.32	
		$ 189,797.29

T o t a l C o s t . . . . .$ 446,382.26

Deady-South Umpqua River
Contract#4157

Detail of Cost

Labor:

Labor				$ 155,919.58	
Labor Insurance				10,134.77	
Health and Welfare				4,465.02	
					$ 170,519.37

Materials:

8" Perf. Metal Pipe	1,581	Lin.Ft.	at $ 1.35	$ 2,134.35	
8" Perf. Metal Bands	79	Each	" 1.23	97.17	
Metal Guard Rail & Wood Posts	993		" 1.52	1,509.36	
Metal Sight Posts	421		" 1.25	526.25	
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Redi-Mix Concrete				85.00	
Catch Basin Grates & Frames				48.00	
					$ 86,065.60

Equipment Rentals and Misc. Supplies:

Equipment Rentals, Owned	$ 107,028.00	
Equipment Rentals, Hired	28,097.39	
Gas, Oil and Grease	18,492.31	
Electric Power	4,548.00	
Move In, Freight and Cartage	7,285.31	
Bond	3,141.37	
P.L. & P.D. Insurance	1,949.00	
PUC	420.09	
Small Tools & Misc. Supplies	3,852.38	
Home Office & General Overhead	10,529.12	
Heating Oil	4,454.32	
		$ 189,797.29

Total Cost.....$ 446,382.26

Detail of Cost

Deady-South Umpqua River
Contract #4157
J. C. Compton, Contractor

Labor:					
Labor				$ 36,667.74	
Labor Insurance				2,383.40	
Health and Welfare				1,297.82	
					$ 40,348.96
Materials:					
RC-5 Asphalt	247.86 Ton	At $		$ 6,382.40	
85-100 Asphalt	2,095.70 Ton	"	21.90	45,895.83	
150-200 Asphalt	437.42 Ton	"	22.50	9,841.95	
RS-1 Asphalt	59.78 Ton	"	25.20	1,506.46	
Freight on Asphalt	2,840.76 Ton	"	6.35	18,038.83	
Redi-Mix Concrete				85.00	
Catch Basin Grates & Frames				48.00	
					$ 81,798.47
Equipment Rental & Misc. Supplies:					
Equipment Rental, Owned				$ 23,729.96	
Equipment Rental, Hired				8,135.69	
Gas, Oil and Grease				7,390.30	
Heating Oil				4,454.32	
Bond				1,643.39	
PUC				282.59	
P.L. & P.D. Insurance				458.35	
Small Tools & Misc. Supplies				2,355.75	
Home Office and General Overhead				5,039.20	
Move In Freight and Cartage				2,500.00	
					$ 55.989.55
T o t a l Cost					$ 178,136.98

Detail of Cost

Deady-South Umpqua River
Contract #4157
E. C. Hall, Contractor

Labor:

Labor				$ 119,251.84	
Labor Insurance				7,751.37	
Health and Welfare				3,167.20	
					$ 130,170.41

Materials:

8" Perf. Metal Drain Pipe	1,581	At $1.35	$ 2,134.35	
Guard Rail & Wood Posts	993	" 1.52	1,509.36	
Sight Posts	421	" 1.25	526.25	
8" Perf. Metal Bands	79	" 1.23	97.17	$ 4,267.13

Equipment Rental and Misc. Supplies

Equipment Rental, Owned	$ 83,298.04	
Equipment Rental, Hired	19,961.70	
Gas, Oil and Grease	11,102.01	
Bond	1,497.98	
PUC	137.50	
P.L. & P.D. Insurance	1,490.65	
Electric Power	4,548.00	
Move In, Freight and Cartage	4,785.31	
Small Tools & Misc. Supplies	1,496.63	
Home Office and General Overhead	5,489.92	
		$ 133,807.74

T o t a l C o s t . . . . $ 268,245.28

Remarks:

This was a "Federal Aid Project" calling for the paving of 9.74 miles of highway roadbed on the Deady-South Umpqua River Unit of the Deady-Shady Section of the Pacific Highway in Douglas County.

The contract was bid April 2, 1954, awarded April 21, 1954, work started May 3, 1954, and the project completed October 6, 1955.

The crushing contractor started moving in his rock crushing plant May 3, 1954 to the specified gravel deposit located on the north bank of the North Umpqua River, approximately 0.67 mile westerly, via existing road, from Station 2285+22. A D-6 cat and dozer was used to clear the crusher and stockpile site. This work was completed in approximately one week. The erection of the crushing plant was completed May 26, 1954, and crushing was started May 27. Poor production was obtained the first week due to insufficient quantity of water to clean the gravel, resulting in plugged screens. A larger water pump, having more pressure and cleaning the rock more thoroughly, was obtained and put to use and increased production from 80 Cu. Yds. to 150 Cu. Yds. per hour. A total of 132,158 Cu. Yds. of gravel was crushed in 1,118 hours for an average of 118 Cu. Yds. per hour, which was low production for their four-crusher plant.

The contractor made a small profit on the crushing of the gravel, but showed a loss on the street work due to the material not compacting properly.

Equipment used was as follows: One 2½ Cu. Yd. shovel, three tournapulls (loading and hauling to the crusher), approximately eighteen 6 and 8 Cu. Yd. trucks (hauling to the road), and two motor graders and two 3 wheel rollers.

The paving contractor moved in and set up his 4000 lb. batch paving plant at the stockpile site located at Station 2285+22 on August 24, started paving August 31, and completed most of the paving October 21, 1954. The paving plant was moved from this setup to another project to the south of the present setup and the balance of the asphaltic concrete was laid from this site. The next year a total of 38,902.69 tons were laid in a total of 246 hours for an average of 158 tons per hour, which was good production. The paving contractor realized a profit on the placing of the oil rock, asphaltic concrete and the oiling.

The contractors had good bid prices, good equipment and good supervision. A small profit was realized on the overall project.

M. N. Juve
Chief Cost Analyst

By . . George Kayser

RECEIVED
APR 17 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) April 11, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4157	14-Final	E. C. Hall Co. & J. C. Compton Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6869	B-147764	$ 14,060.33	4/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: to October 10, 1955

Completion Date: Oct. 6, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-18-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

BY Floyd Avery
Ass't. Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
APR 5 - 1956
FOR FILING

BFI-189(17)
BFI-75(21)
4157

April 5, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4157 for paving on the Deady-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County was completed by the contractor, L.C. Hall Co. & J.C. Compton Co., on October 6, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $14,060.33 will be released to the contractor on or after April 16, 1956. The total contract amount is $468,782.88, of which amount $4,250.25 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR - 1956
FOR FILING

BFI-18744
BFI-77(1)
4157

April 5, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4157 for paving on the Deady-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County was completed by the contractor, R.C. Hall Co. & J.C. Compton Co., on October 6, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $14,060.33 will be released to the contractor on or after April 16, 1956. The total contract amount is $468,782.88, of which amount $4,250.25 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM S-123 5M REVISED 5-55

RECEIVED
FEB 8 1956
FOR FILING

COMMISSIONERS
BEN N. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

4157 189(17) 78(21)

4157

February 8, 1956

E. C. Hall Co. &
J. C. Compton Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from July 31 to October 10, 1955 within which to complete your contract No. 4157, for paving on Deady-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ton Edwards,
Division Engineer

C. T. Keasey,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
JAN 23 1956
FOR FILING

January 20, 1956

Request for extension of time
No. 22
January 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from E. C. Hall Co. and J. C. Compton Co. for an extension of time on the Reedy-South Umpqua River Unit, Reedy-Shady Section, Contract No. 4157, from July 31, 1955 to October 10, 1955.

The contractor was unable to complete this project because of the failure of the contractor on the Garden Valley Interchange to complete the structure on schedule. While there was some delay to the public, we suffered no additional cost, and I recommend that the extension be granted without penalty.

Mr. C. O. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt lg

RECEIVED
JAN 8 1956
FOR FILING

4157

January 3, 1956

Mr. C. O. Folk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Deady-South Umpqua River, Contract No. 4157, Oregon BFI-78 (21) and Oregon BFI-189 (17), from July 31, 1955 to October 10, 1955, E. C. Hall Co. and J. C. Compton Co., contractors.

The contractor was unable to complete this project because of the failure of the contractor on the Garden Valley Interchange to have his contract completed on time. While there was some delay to the public we suffered no additional cost, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

RECEIVED
DEC 6 - 1955
FOR FILING

RF-181 (11)
RF-78 (21)
41E

B

December 6, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. C. Hall Co. & J.C. Compton Co. on contract No. 4157, covering Deady-South Umpqua River Unit of Deady-Shady Section of the Pacific Highway in Douglas County. This payment, in the amount of $4,336.68, will be released to the contractor on or after December 16, 1955. The retained percentage is $14,063.58.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland, Oregon

NOTED ON CARD
gl

BF1-184(14)
BF1-74(21)

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Deady - So. Umpqua River Unit
Deady - Shady Section

Highway Pacific

Contractor E. C. Hall & J. C. Compton Co.

Date of contract April 24, 1954

Date work started May 3, 1955

Project authorization $473,978.44
Exclusive of Engineering $438,846.64

Engineering authorization $34,130.80

Engineering cost to date $19,520.06, 57 %

For Week Ending Nov. 19, 1955

Kind of work Paving

Section prefix 10-1094

Contract number 4157

Date of completion July 31, 1955

Estimated date of completion Oct. 10, 1955

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $473,458.69

Estimated per cent overrun or [illegible] . . . . . 7.89 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed Oct. 10, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed. Semi-final estimate submitted to Division office Nov. 17.

This will be the last weekly report on this project.

Total Project Authorization	$473,978.44
Total Project Cost	494,590.49
Total Overrun amount	$ 20,612.05
" " percent	4.35%

NOTED
OSCAR CUTLER

RECEIVED
NOV 23 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
L H. Young

Signed C. T. Leahy

Address Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		9.74			9.74
Miles partially completed					
Miles completed		9.74			9.74
Total estimated quantities (contract)		83,600	3,000	3,050	39,100
Total quantities corrected to date		89,906	6,014.9	2,994	38,902.69
Estimated quantities moved or placed to date		All	All	All	All
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cold		
Monday	"		
Tuesday	"		
Wednesday	rain		
Thursday	"		
Friday	cloudy		
Saturday			

RECEIVED
OCT 27 1955
FOR FILING

BF1-189(17)
BF1-78(21)
4/1 7

October 27, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to E. C. Hall Co. & J. C. Compton Co. a portion of the funds heretofore retained by the Commission on contract No. 4157 for paving on the Leady-South Umpqua River Unit of the Leady-Shady Section of the Pacific Highway in Douglas County.

This payment, in the amount of $21,745.70, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $13,929.46. The present payment will be released on or after November 7, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 20 1955
FOR FILING

BFI-139(17)
BFI-78(21)
4157

October 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 6, 1955 on Contract No. 4157, Dendy-South Umpqua River Unit, Dendy-Shady Section, in Douglas County, in connection with Federal Aid Project Nos. BFI-139(17), BFI-78(21).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DHP:eh

cc: John Cottrell

RECEIVED
NOV 16 1954
FOR FILING

November 7, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering removal of slide on the Deady-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County, Contract No. 4157, in connection with Federal Aid Project No BPI-189 (17); BPI-189 (21).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

DBP:gs

W. C. Williams
Deputy State Highway Engineer

Encl.

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project — Highway: Dendy–S. Umpqua R.
Contractor: Pacific
Submitted by: E. C. Hall & J. C. Compton Co. Contract No. 4157
M. D. Asburry

Prefix No. 10-1094
County: Douglas
F. A. Project No. BFI-1[illegible]9 (17)
Date reported: BFI-78 (21)
Sept. 20, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: .75 mi. west of M.P. 193.5, Pac. Hwy. Sampled at: Station
To be used: Base. Surf.
Sampled by: M. D. Asburry
Date received: Sept. 15, 1954
Quantity represented: 2000 c.y.

TEST RESULTS

Laboratory No. 347406
Data Sheet No. A 36207
Type of material: Gravel 3"–0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	2.6	2.6	
1½	9.7	12.3	
1	13.3	25.6	
3/4	5.8	31.4	
1/2	8.4	39.8	
1/4	11.9	51.7	
10	17.3	69.0	
40	17.3	86.3	
Pass	13.7	13.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)	NOTED W. C. WILLIAMS	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	25	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Asburry
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

G W Kerr
Engineer of Materials

State Printing 72213

Form [illegible]—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project — Reedy-S. Umpqua R.
Highway — Pacific
Contractor — E. C. Hall & J. C. Compton Co. — Contract No. 4157
Submitted by — R. D. Asbury

Prefix No. — 10-1094
County — Douglas
F. A. Project No. — BFI-189 (17) BFL-78 (21)
Date reported — Sept. 20, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material — .75 mi. west of M.P. 193.5 Pac. Hwy. — Sampled at — Station
To be used — Base Surf.
Sampled by — R. D. Asbury
Date received — Sept. 15, 1954
Quantity represented — 2000 c.y.

TEST RESULTS

Laboratory No. — 34704
Data Sheet No. — A 29018
Type of material — Gravel 3"-0"
Screen opening: To ¼": ..... Square ....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	8.4	8.4	
1	21.8	30.2	
3/4	8.8	39.0	
1/2	10.1	49.1	
1/4	13.0	62.1	
10	12.2	74.3	
40	13.9	88.2	
Pass	11.8	11.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	6	%
Manufactured fines		%
Liquid limit: Natural fines	24	%
Manufactured fines		%

INCL.
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample ..is not.. suitable for use. — Excess P.I.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Asbury
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

G. W. Harris
Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project — Dandy-S. Umpqua R.
Highway — Pacific
Contractor — E. C. Hall Co. & J. C. Compton Co.
Submitted by — R. D. Asburry
Contract No. 4157

Prefix No. 10-109A
County — Douglas
F. A. Project No. BFI-189 (17) BFI-78 (21)
Date reported — Sept. 20, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material — .75 mi. west of M.P. 193.5, Pac. hwy.
To be used — Base Surf.
Sampled by — R. D. Asburry
Sampled at — Station
Date received — Sept. 15, 1954
Quantity represented — 2000 c.y.

TEST RESULTS

Laboratory No. — 347403
Data Sheet No. — A 29017
Type of material — Gravel 3"-0"
Screen opening: To ¼": ....Square....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	14.6	14.6	
1	14.1	28.7	
3/4	6.7	35.4	
1/2	7.3	42.7	
1/4	14.1	56.8	
10	15.7	72.5	
40	16.3	88.8	
Pass	11.2	11.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	6	%
Manufactured fines		%
Liquid limit: Natural fines	24	%
Manufactured fines		%

NOTE
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Asburry
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

G. W. Kane
Engineer of Materials

State Printing 72213

RECEIVED
MAY 17 1954
FOR FILING

FI-189(12)
FI-13(.1)
4157

May 14, 1954

H. C. Hall Co. & J. C. Compton Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4157, which was awarded to you April 21 by the State Highway Commission, for paving on the Deady-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
MAY 11 1954
FOR FILING

FFI-189 (17)
FFI-78 (21)
4157

May 7, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 3, 1954 on Contract No. 4157, Deady-South Umpqua River Unit, Deady-Shady Section, in Douglas County, in connection with Federal Aid Project No. BFI-189 (17), BFI-78 (21).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:tp

RECEIVED
JUN 1 8 1954
FOR FILING

PFI-1-1(.)
PFI-.-.(.)
415?

AGENDA
MAY 11 1954
3a-9

April 21, 1954

E. C. Hall Co. and
J. G. Compton Co.
[illegible]
Port [illegible], Oregon

Gentlemen:

The State Highway Commission on April 2nd accepted your proposal for laying and furnishing crushed material in stockpile on the Reedy-South Umpqua River Unit, Reedy-Shady Section of the Pacific Highway south from Sutherlin in Douglas County for the sum of $425,147.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval of the Bureau of Public Roads received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4157.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

[illegible] Highway Commission

[illegible]secretary

md

cc - Mr. R. H. [illegible] (.I. . .)
Mr. [illegible] Smith
Mr. E. L. Frouart
Mrs. Mollie Lewis

EK

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 21, 1954
11:05 a.m.

E. C. Hall Co. and
J. C. Compton Co.
12012 S. W. Barbur Boulevard
Portland 19, Oregon

Contract for Deady-South Umpqua River Unit, Deady-Shady Section of Pacific Highway, Douglas County for which you submitted low bid on April 2 awarded you today.

Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 22 1954
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

409 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-189(17)
BFI-78(21)
+ 4157

April 21, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-78 (21), Winchester-South Umpqua Unit of the Pacific Highway, we hereby concur as of this date in award of contract to E. C. Hall Co. and J. C. Compton Co. of Portland, Oregon, low bidder in the total amount of $425,147.50 for this project and Project BFI-189(17) at the April 2, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 22 1954
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 21, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-189(17), Deady-Winchester Unit of the Pacific Highway, we hereby concur as of this date in award of contract to E. C. Hall Co. and J. C. Compton Co. of Portland, Oregon, low bidder in the total amount of $425,147.50 for this project and Project BFI-78(21) at the April 2, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 22 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 22 1954
FOR FILING

NH F 189(17)
BFI 78(21)
41157

April 21, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for paving work on the Deady-South Umpqua River Section of the Pacific Highway in Douglas County, Project BFI-189 (17) and BFI-78 (21), to the E. C. Hall Co. and J. C. Compton Co. of Portland, Oregon, on the basis of the bid of $425,147.50 submitted on April 2, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ga

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1954

SUBJECT: Deady-South Umpqua River
Bridge Project
Douglas County

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

The option on the material source for this project has been acquired and as far as this department is concerned, the contract may be awarded.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
FOR FILING

BFI-189(17)
BFI-78(21)
4157

BFI - 189(17)
BFI - 78(21)

April 9, 1954

E. C. Hall Company and J. C. Compton Co.
[illegible] S. W. Armour Boulevard
Portland 2, Oregon

Gentlemen:

The State Highway Commission on April 5, 1954 accepted your bid in the amount of $145,147.50 for paving on the Deady-South Umpqua River Unit, Deady-Shady section of the Pacific Highway in Douglas County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Corbett
H. G. Smith
R. G. Savage, SIAC

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

RECEIVED
[illegible] 1954
FOR FILING

BFI-189(17)
BFI-98(21)
4157

BFI-189(17)
BFI-98(21)

April 5, 1954

E. C. Hall Company and J. C. Compton Co.
[illegible] Barbur Boulevard
Portland 19, Oregon

Gentlemen:

The State Highway Commission on April 5, 1954 accepted your bid in the amount of $45,[illegible].50 for paving on the Deady-South Umpqua River Unit, Deady-Shed, section of the Pacific Highway in Douglas County, it being the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

RECEIVED
MAR 26 1954
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have todsy approved P. S. and E. documents for Oregon Project BFI-78(21), Winchester-South Umpqua River Unit, Winchester-Shady Section of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAR 25 1954
OREGON
STATE HIGHWAY COMMISSION

BY Deputy State Highway Engineer

3/24/54

RECEIVED
APR 6 1954
FOR FILING
OREGON DISTRICT
BFI-189(17)
KFI-98(21)
4157

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-189(17), Deady-Shady Unit, Deady-Shady Section of the Pacific Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all necessary rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAR 25 1954
OREGON
STATE HIGHWAY COMMISSION

3/1/54

BY Deputy State Highway Engineer

BFI-189(17)
BFI-78(21) 4157

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Deady-South Umpqua River
County: Douglas
Prefix: 10-1072-900
Length of Project: 8.90 Miles

Highway: Pacific
Res. Eng'r.: Raymon Asburry
Stations 1914+40 - 2529+15.34

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
1914+40 - 2286+00	20½	4½	25	*18	—	8	1½	3½	25	Heavy
2308+91 - 2529+15.34	20½	4½	25	*18	—	8	2	3½	25	"

*NOTE:

This is reasonably good subgrade topping, approaching base specifications excepting abrasion, and is considered equivalent to additional base necessary to comprise 25" total of base and wear.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

3/1/54

Submitted by — Asst'g. Construction Engineer
Recommended by — Construction Engineer
Recommended by — Engineer of Materials
Approved by — Deputy State Highway Engineer

FFI-189(17)
FFI-78(21) 4157

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Deady-South Umpqua River — Highway: Pacific
County: Douglas — Prefix: 10-1072-900 — Res. Eng'r.: Raymon Asburry
Length of Project: 8.90 Miles — Stations 1914+40 - 2529+15.34

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
1914+40 - 2286+00	20½	4½	25	*18	—	8	1½	3½	25	Heavy
2308+91 - 2529+15.34	20½	4½	25	*18	—	8	2	3½	25	"

*NOTE:

This is reasonably good subgrade topping, approaching base specifications excepting abrasion, and is considered equivalent to additional base necessary to comprise 25" total of base and wear.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

3/1/54

Submitted by — Ass't. Construction Engineer
Recommended by — Construction Engineer
Recommended by — Engineer of Materials
Approved by — Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: Deady-Winchester Unit
County: Deady-Shady
Length of Project: 4.61 Miles
Prefix: 10-1483-900
Highway: Pacific
Res. Eng'r.: J. A. Rowland
Stations: 1914+40 to 2286+00

Location	Soil Characteristics									Computed Thickness			
Station	Rt.	C L	Lt.	Depth	% Pass 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
				19-36	42.9	25	10	20	19.9	20½	4½	25	Heavy
L 1915+17				2-17	66.8	31	14	29	31.3	20½	4½	25	"
1921+30				2-16	44.7	24	7	24	25.4	20½	4½	25	"
2045+70				16-18	54.8	24	7	*	27.0				
2054+00				2-5	60.6	34	16	*	30.4				
2085+24				14	36.9	24	6	*					
2095+47				6-17	24.6	25	5	*					
2224+00				4-9	16.5	30	13	*					
2284+18				2-15	25.2	24	6	*					
2285+70				2-18	12.7	27	8	*	8.3				
				18-20	31.6	28	7	*	19.3				
* No stabilometer tests run (1950)													
Select subgrade material used for job													
1931+50	x			0-1			26	7	(shale & sandstone)				
1980+50	x			0-1			23	15	(" " ")				
2048+00				0-1			25	2	(basalt)				

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: Deady-Shady Winchester-South Umpqua Rd. Unit
County: Douglas
Length of Project: 4.29 Miles
Prefix: 10-1087-900
Highway: Pacific
Res. Eng'r.: Raymon Asburry
Stations: 2308+91 - 2529+15.34

Location	Soil Characteristics									Computed Thickness			
Station	Rc	C L	L&	Depth	% Pass 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
P 2469+58			178	6	31.8	41	15	*					
"			178	13	25.4	42	17	60		10½	5	15½	
P 2469+58			178	22	65.8	33	15	40		17	3½	20½	
2386+40		x		2-7	69.5	25	9	45	44.9	15½	3	18½	
P 2501+42				17	34.8	41	16	*					
"				8	19.0	26	7	*					
L 2394+00	15			12-24	68.2	34	13	*					
L32290+00		x		3-12	61.5	31	10	*					
L32292+40	105			17-21	20.6	25	7	28	12.5	16½	3½	20	

*No stabilometer tests runs (1950)

NOTE:

Selected subgrade material on this portion of project is the same select material from Station 1931+50 and 1980+50.

17-1017 Wolf Cr. Bridge. 19[illegible]

#4153

17-1017

OREGON STATE HIGHWAY DEPARTMENT

(date)

December 8, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
~~4158~~	~~5-Final~~	~~Hamilton & Sheme~~	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
~~25129~~	~~B-110274~~	~~$ 2,590.58~~	~~12/7/54~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 30, 1954

Time Extensions: None

Completion Date: Aug. 30, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-10-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

12-10-54

Warrant Mailed: DEC 10 1954
Ruth Rawlings

RECEIVED
NOV 30 1954
FOR FILING

November 30, 1954

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State highway contract No. 4150 for bridge construction on the Elk Creek on the Pacific Highway in Josephine County was completed by the contractor, Marston & Thoms, on August 31, 1954, and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $2,590.56 will be released to the contractor on or after December 9, 1954. The total contract amount is $20,905.56, and no force account work was performed on the project.

The State is not advised of any unmade claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as your answer as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

[illegible]

Secretary

rm

cc - Seaboard Surety Co.
75 Welden Ave.
New York 7, N.Y.

Seaboard Surety Co.
Hansen Rowland, Inc.
609 Henry Bldg.
Portland 4, Oregon

NOTED ON CARD
11-30-54

RECEIVED
FOR FILING
11 1954
4158

May 28, 1954

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4158, which was awarded to you April 23, 1954 by the State Highway Commission, for construction of the Wolf Creek Bridge on the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
FOR FILING

AGENDA
MAY 11 1954
3a-11

April 26, 1954

Hamilton and Thomas
P. O. Box 726
Salem, Oregon

Gentlemen:

The State Highway Commission on April 1st accepted your proposal for construction of the Wolf Creek Bridge on the Pacific Highway in Josephine County for the sum of $29,200 and referred it to the State Highway Engineer with authority to award the contract as soon as the necessary right of way was acquired. This note is to inform you that such condition has now been satisfied and that the State Highway Engineer on April 23rd awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4158.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

cd

cc - Mr. R. G. Savage (w/c.c.)
Mr. H. E. Smith
Mr. G. A. Paxson
Mr. J. F. Seubert
Mrs. Colbie Lewis

RECEIVED
FOR FILING

AGENDA
MAY 11 1954
3a-11

April 6, 1954

Hamilton and Thomas
P. O. Box 746
Salem, Oregon

Gentlemen:

The State Highway Commission on April 1st accepted your proposal for construction of the Wolf Creek Bridge on the Pacific Highway in Douglas County for the sum of $23,20[illegible] and referred it to the State Highway Engineer with authority to award the contract as soon as the necessary right of way was acquired. This note is to inform you that such condition has now been satisfied and that the State Highway Engineer on April 23rd awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 413.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

[illegible] STATE HIGHWAY ENGINEER

[illegible]

cc - [illegible]
[illegible]
[illegible]
[illegible]
Mrs. Goldie Lewis

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		$
DAY LETTER		S
NIGHT LETTER		E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 26, 1954
9:25 a.m.

Hamilton and Thoms
Eugene, Oregon

Contract for Wolf Creek Bridge on Pacific Highway in Josephine County for which you submitted low bid on April 1 awarded you April 23. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
APR 23 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

FORM E-30 25M 9-51 62310

1-1-15
4158

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1954

NOTED
W. C. WILLIAMS

SUBJECT: Wolf Creek Bridge
Pacific Highway
Josephine County

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Right of way necessary for this project has been secured and as far as this department is concerned, the contract may be awarded.

R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
APR 23 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 1954
FOR FILING

17-1011

4/5 C

April 5, 1954

Hamilton & Thoms
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 accepted your bid in the amount of $29,200 for construction of Wolf Creek Bridge in Josephine County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage
G. S. Paxson

S-161(1) Beaverton Jct.-Progress Sec. 1954
of the Olson Co. Rd. E. and S.
#4159 of Beaverton & W. & N. of Metzger.

RECEIVED
1 1955
FOR FILING

Beaverton Juntion-Progress Section
~~Contract #4159~~
4159

January 21st, 1955

FINAL COST ANALYSIS
Grading and Paving
Porter W. Yett, Contractor
James W. Cochell, Resident Engineer

Oleson County Road
Prefix 534-1079 S-161(1)

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All	All	$1,400	$	$ 575.00	$ 1,400.00
*General Excavation	12,416.8	Cu. Yd.	0.35	0.24	3,000.53	4,345.88
*Short Overhaul	53,939.1	Yd. Sta.	0.02	0.01	539.39	1,078.78
*Long "	1,952.7	C-Yd. Sta.	0.40	0.35	683.45	781.08
2½"-0" Mat'l. in Base	22,305	Cu. Yd.	2.65	2.11	47,003.77	59,108.25
3/4"-0" Mat'l. in Base and Shoulders	4,147	" "	2.65	2.27	9,426.16	10,989.55
Sprinkling	145	M/Gal.	2.00	1.93	279.50	290.00
3/4"-0" Material in Binder	246	Cu. Yd.	3.00	2.69	660.88	738.00
RC-3 Asphalt in Binder	39.6	Ton	30.00	28.63	1,133.78	1,188.00
Class "B" Asphaltic Concrete	5,836.54	"	6.00	5.55	32,392.80	35,019.24
					$95,695.26	$114,938.78

	Gross Revenue	Total Cost	Profit	% of Profit
Porter Yett	$109,990.91	$91,471.89	$18,519.02	16.8%
*Logan, Taylor & Co.	4,947.87	4,223.37	724.50	14.6%
	$114,938.78	$95,695.26	$19,243.52	16.7%

Beaverton Junction-Progress
Contract #4159

Detail of Cost

Labor:			
Labor		$18,837.45	
Labor Insurance		1,955.30	
Health & Welfare		516.62	
			$21,309.37
Materials:			
RC-3 Asphalt	39.6 Ton at $25.95	$ 1,019.70	
2½"-0" Cr. Rock Purchased	22,305 Cu. Yd. at $1.00	22,305.00	
3/4"-0" Cr. Rock Purchased	4,393 " " " 1.10	4,832.30	
Class "B" Asphaltic Concrete	5,836.54 Ton at $4.00	23,346.16	
			51,503.16
Equipment Rentals & Misc. Supplies:			
Equipment Rental, Owned		$ 4,240.89	
" " , Hired Fully-operated		12,007.31	
Gas, Oil & Grease		819.88	
Bond		924.38	
P.L. & P.D. Insurance		328.21	
P.U.C.		54.50	
Freight & Cartage		285.66	
Small Tools & Misc. Supplies		425.50	
Paid Rose & Wright Clear & Grub		575.00	
Water		72.50	
Home Office & Overhead		3,148.90	
			22,882.73
Total Cost			$95,695.26

Beaverton Junction-Progress
Contract #4159

Porter Yett
Detail of Cost

Labor:			
Labor		$16,861.45	
Labor Insurance		1,718.18	
Health & Welfare		516.62	
			$19,096.25
Materials:			
RC-3 Asphalt	39.6 Ton at $25.75	$ 1,019.70	
2½"-0" Rock Purchased	22,305 Cu. Yd. at $1.00	22,305.00	
3/4"-0" Rock Purchased	4,393 " " " 1.10	4,832.30	
Class "B" Asphaltic Concrete Purchased	5,836.54 Ton at $4.00	23,346.16	
			51,503.16
Equipment Rental & Misc. Supplies:			
Equipment Owned		$ 2,890.48	
Equipment Rental Hired (Fully-operated)		12,007.31	
Gas, Oil & Grease		626.95	
Bond		924.38	
P.L. & P.D. Insurance		303.51	
P.U.C.		54.50	
Freight & Cartage		135.97	
Home Office & General Overhead		3,001.88	
Small Tools & Misc. Supplies		280.00	
Water		72.50	
Paid Rose & Wright for Clearing & Grubbing		575.00	
			20,872.48
Total Cost			$91,471.89

Beaverton Junction-Progress
Contract #4159

Logan, Taylor & Co.
Detail of Cost

Labor:		
Labor	$1,976.00	
Labor Insurance	237.12	
		$2,213.12
Equipment Rentals & Misc. Supplies:		
Equipment Rental	$1,350.41	
Gas, Oil & Grease	192.93	
Move In, Freight & Cartage	149.69	
Home Office & General Overhead	147.02	
P.L. & P.D. Insurance	24.70	
Small Tools & Misc. Supplies	145.50	
		2,010.25
T o t a l C o s t		$4,223.37

Beaverton Junction-Progress
Contract #4159

Remarks:

This was a Federal Aid Secondary Project calling for the grading and paving of 2.89 miles of highway roadbed on the Beaverton Junction-Progress Section of the Oleson County Road in Washington County.

The project was bid April 2nd, 1954, awarded April 26th, 1954; work started May 4th, and was completed September 21st, 1954.

The clearing and grubbing was done by a Mr. Rose and Mr. Wright with one D-8 cat and dozer, one power saw and a three-man crew. The clearing was light and was completed in one week.

The general excavation and short and long overhaul were performed by Logan, Taylor & Co., grading contractors, using two DW 10's and a #12 cat blade. A good profit was realized on the excavation.

The base and shoulder rock was crushed and hauled from the contractor's commercial crushing plant located near the Scholls Highway with fourteen 6 cu. yd. hired trucks, an average haul of approximately 3.5 miles, and placed on the roadbed. Two blades and two rollers handled the street work.

The Class "B" asphaltic concrete mix was manufactured at the contractor's commercial plant located near Beaverton and hauled with an average of eight trucks a distance of approximately 4.5 miles and placed on the road with a Barber-Greene paver and two rollers.

The contractor had good bid prices, good equipment and supervision, realizing a good profit.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

RECEIVED
FOR FILING

S-1610(1)
4159
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT

(date) December 10, 1954

(EST. NO.)	(CONTRACTOR)	
4159	6-Final	Porter E. Yett
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
6-Final	B-110537	$ 3,126.30 12/30/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: Sep. 21, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-14-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 14 1954
Ruth Rawlings

RECEIVED
DEC 2 - 1954
FOR FILING

S-1610

December 2, 1954

REGISTERED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

State highway contract No. 4159 for work performed on the Beaverton Junction-Progress Section of the Oleson County Road in Washington County was completed by the contractor, Porter F. Pett. on September 21, 1954 and was formally accepted by the Highway Commission on October 2[illegible], 1954.

Final payment in the amount of $3,426.30 will be released to the contractor on or after December 13, 1954. The total contract amount is $114,938.78, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Continental Casualty Co.
Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
12-2-54

RECEIVED
OCT 13 1954
FOR FILING

S - 161 (1)

October 13, 1954

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett on contract No. 4159, for grading and paving on the Beaverton Junction-Progress Section of the Oleson County Road in Washington County.

This payment, in the amount of $32,506.18, will be released to the contractor on or after October 23, 1954. The retained percentage is $3,448.84.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Gustafelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

Form PR 2 (Revised 1950)

CFRS 1404

State Oregon

Federal Aid Secondary Project No. S-161(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954, 54

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of February, 1954, a program, which was approved on the 11th day of March, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 17th day of March, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy-five thousand, six hundred and 00/100

dollars ($ 75,600.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Washington County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 10+10 in the NE 1/4, Section 13, T. 1 S., R. 1 W., W.M., and survey station 162+56 in the SE 1/4, Section 26, T. 1 S., R. 1 W., W.M., except station 17+37 to 17+63,

, length 2.880 miles, in Washington County, being Oregon Federal Aid / Secondary project No. S-161(1), consisting of 2.880 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-five thousand, six hundred and 00/100 dollars ($75,600.00), which does not exceed the authorized Federal pro rata share of one hundred thirty-five thousand, five hundred seventy-five and 00/100 dollars ($135,575.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A4.62

RECEIVED OCT 7 1954 DIVISION 8

OCT 13 1954

OCT 16 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-161 (1)

BEAVERTON JUNCTION—PROGRESS SECTION

OF THE CLESON ROAD IN WASHINGTON COUNTY

(Estimate as a basis for Project agreement. Based on Low Bid prices)

Salem, Oregon, August 6, 1954

Type Code 6201
Roadway (Sta. 10+10 to Sta. 162+56) (Contract No. 4159)

All Required		Clearing and Grubbing		$ 1,400.00
12,600	cu. yds.	General Excavation, Unclassified	$ 0.35	4,410.00
55,000	yd. sta.	Short Overhaul	0.02	1,100.00
2,100	C-yd. sta.	Long Overhaul	0.40	840.00
24,300	cu. yds.	2½" - 0 Material in Base	2.65	64,395.00
4,300	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.65	11,395.00
700	M-gal.	Sprinkling	2.00	1,400.00
370	cu. yds.	3/4" - 0 Material in Binder Course	3.00	1,110.00
60	tons	RC-3 Asphalt in Binder Course	30.00	1,800.00
5,900	tons	Class "B" Asphaltic Concrete	6.00	35,400.00
		Subtotal		$123,250.00
		10% Engr. & Cont.		12,325.00
		Total		$135,575.00

Length of Roadway	2.880 Miles
Length of Structure	0.005 Mile
Total Length	2.885 Miles
Cost of Roadway Per Mile	$47,074.65

Federal Funds	$ 75,600.00
State Funds	25,200.00
County Funds	34,775.00
	$135,575.00

State Funds for Const: Chap. 175, Laws 1920; Chap. 31, Laws 1929; Chap. 529, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939.

Note: Cash has been deposited by Washington County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-161 (1)

BEAVERTON JUNCTION-PROGRESS SECTION

OF THE OLESON ROAD IN WASHINGTON COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, March 10, 1954

Type Code 6201
Roadway (Sta. 10/ 10 to Sta. 162/ 56)

All Required		Clearing and Grubbing			$ 2,000.00
12,600	cu.yd.	General Excavation, Unclassified	$ 0.50		6,300.00
55,000	yd.sta.	Short Overhaul	0.02		1,100.00
2,100	C-yd.sta.	Long Overhaul	0.50		1,050.00
24,300	cu.yd.	2½"-0 Material in Base	2.20		53,460.00
4,300	cu.yd.	3/4"-0 Material in Base and Shoulders	2.40		10,320.00
700	M-gal.	Sprinkling	2.50		1,750.00
370	cu.yd.	3/4"-0 Material in Binder Course	4.00		1,480.00
60	tons	RC-3 Asphalt in Binder Course	40.00		2,400.00
5,900	tons	Class "B" Asphaltic Concrete	6.25		36,875.00
		Subtotal			116,735.00
		10% Engr. and Cont.			11,673.50
		Total			$128,408.50

Length of Roadway	2.880 miles
Length of Structure	0.005 mile
Total Length	2.885 miles
Cost of Roadway per Mile	$44,586.28

Federal Funds-	$75,600.00
State Funds-	25,200.00
County Funds-	27,608.50
	$128,408.50

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-161(1)

For Week Ending September 24, 19 54

Section Beaverton Junction - Progress

Highway Oleson County Road

Contractor Porter W. Yett

Date of contract April 26, 19 54

Date work started May 4, 19 54

Amount of contract . . . . . $ 123,250.00

Kind of work Grading & Paving

Section prefix 534 - 1079

Contract number 4159

Date of completion September 30, 19 54

Estimated date of completion September 21, 19 54

Per cent of time elapsed 95.66 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 114,961.32

Per cent of contract completed, based on total contract price . . . . . 93.3 %

Engineering cost to date $ 8,300.00, 84.0 %

Date project was completed September 21, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the shoulder work Tuesday. The cleaning up work will be finished by the first of next week.

The semi-final estimate was submitted Friday.

The field crew was in the office all week working on the estimate.

NOTED
H. G. SMITH

RECEIVED
SEP 30 1954
OFFICE OF CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed James W Cockell

Address Box 4699 Sellwood Station.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
FORREST COOPER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.88	2.88			2.88
Miles partially completed					
Miles completed	All	2.88			2.88
Total estimated quantities	12,481.2	26,452			5,836.54
Estimated quantities moved or placed to date	12,481.2	26,452			5,836.54
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...1....., Power graders ...1....., Rollers ...1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....,Dump Trucks...7....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING

RECEIVED
SEP 24 1954
FOR FILING

S-161 (1)

September 23, 1954

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 21, 1954 on Contract No. 4159, Beaverton Junction-Progress Section, in Washington County, in connection with Federal Aid Project No. S-161 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[redacted]

cc: John Cattrall

ARCHIVED
FOR HISTORY

FORM E-30X 37½ 3-54 78720

S-161
(1)
4159

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1954

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Porter W. Kett and Logan, Tayler & Company, covering Items 2, 3, and 4 on the Beaverton Junction-Progress Contract No. 4159, Oregon S-161 (1), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ef

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
MAY 27 1954
FOR FILING

C 1.16(4)
4159

May 26, 1954

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4159, which was awarded to you by the State Highway Commission on April 26, 1954, for grading and paving on the Beaverton Junction-Progress Section of the Oleson County Road in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
MAY 7 1954
FOR FILING

S-161(1)
111 E)

May 5, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 4, 1954 on Contract No. 4159, Beaverton Junction-Progress Section, in Washington County, in connection with Federal Aid Project No. S-161 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:tp

RECEIVED
JUN 1 - 1954
FOR FILING

AGENDA
MAY 11 1954
5a-11

April 26, 1954

Mr. Porter L. Lett
[illegible] Street
Portland, Oregon

Dear Mr. Lett:

The State Highway Commission on April 2[illegible] accepted your proposal for [illegible] and giving on the Beaverton Junction-Cross Section of the Olson County Road in Washington County for the sum of $[illegible], and referred it to the State Highway Engineer with authority to award the contract to you as soon as approval of Washington County and the Bureau of Public Roads was received and the sum of $37,400.00 was deposited by the County. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4159.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

Very truly yours

[illegible] STATE HIGHWAY COMMISSION

[illegible] Secretary

ad

cc - Mr. [illegible] Savage (w.i. ...)
Mr. [illegible] Smith
Mr. [illegible] Hibbert
Mrs. Bobbie Lewis

RECEIVED
JUN 1 6 1954
FOR FILING

AGENDA
MAY 11 1954
5a-11

April 26, 1954

Mr. Burton . Hatt
[illegible] Fourth Street
[illegible]

Dear Mr. Hatt:

The State Highway Commission on April 2[illegible] accepted your proposal for grading and paving on the Hurricane Junction-Pine Lake section of the Iron County line in Washington County for the sum of $[illegible], and referred it to the State Highway Engineer with authority to award the contract to you as soon as approval of Washington County and the Bureau of Public Roads was received and the sum of $37,400.00 was deposited by the County. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. [illegible].

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

Very truly yours

[illegible]

Secretary

ad

cc - Mr. [illegible] Boyce (w.l.o.)
Mr. [illegible] Smith
Mr. [illegible] Gilbert
Mrs. Hollie Owle

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 26, 1954
9:30 a.m.

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Contract for Beaverton Junction-Progress Section of Olson County Road in Washington County for which you submitted low bid on April 2 awarded you today.

Contract forms follow shortly.

H. B. Olmsyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 27 1954
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-161(1)
4159

April 26, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-161(1), Beaverton Junction-Progress Section of the Oleson Road, we hereby concur as of this date in award of contract to Porter W. Yett of Portland, Oregon, low bidder in the amount of $123,250.00 at the April 2, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 27 1954
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1954
FOR FILING

8-161(1)
4159

April 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Beaverton Junction-Progress Section of the Oleon County Road in Washington County, Project S-161 (1), to Porter W. Yett of Portland, Oregon, on the basis of the bid of $123,250 submitted on April 2, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

FORM E-127 2M 8-52

COMMISSIONERS

BEN B. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

5 121(1)

4187

5006

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON

PHONE: EM 2125

April 21, 1954

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

Reference is made to our conversation of yesterday, when I advised you that Washington County has secured all right of way required for the Beaverton Junction-Progress Project on the Oleson County Road with the exception of one parcel, which is located between Station 31+18 and Station 33+30. The owners of this property and the county have not been able to get together on a price for this parcel, and the county has filed condemnation. The property is occupied, however, and the County Engineer has advised me that we may not be able to enter on to this property until the condemnation case has gone to trial, which he estimates might take as long as six weeks.

NOTED
H. G. SMITH

I am advised that the Highway Commission is ready to award this job to you as low bidder, provided that you are willing to stay off the property mentioned above until the county either settles this case or secures title to the property.

If this meets with your approval, I would appreciate you signing the enclosed copy of this letter, and returning it to me, so that I may forward it to the Salem office.

Yours very truly,

NOTED
W. C. WILLIAMS

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
John W. Cattrall
Resident Engineer

I agree to accept award of this project subject to the conditions mentioned above.

Porter W. Yett

RECEIVED

COMMISSIONERS
BEN W. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

5-161(1)

4184

5006

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P.O. Box 4699, PORTLAND 2, OREGON
PHONE: EM 2125

April 21, 1954

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

NOTED
H. G. SMITH

Dear Sir:

Reference is made to our conversation of yesterday, when I advised you that Washington County has secured all right of way required for the Beaverton Junction-Progress Project on the Oleson County Road with the exception of one parcel, which is located between Station 31+18 and Station 33+30. The owners of this property and the county have not been able to get together on a price for this parcel, and the county has filed condemnation. The property is occupied, however, and the County Engineer has advised me that we may not be able to enter on to this property until the condemnation case has gone to trial, which he estimates might take as long as six weeks.

I am advised that the Highway Commission is ready to award this job to you as low bidder, provided that you are willing to stay off the property mentioned above until the county either settles this case or secures title to the property.

If this meets with your approval, I would appreciate you signing the enclosed copy of this letter, and returning it to me, so that I may forward it to the Salem office.

Yours very truly,

NOTED
W. C. WILLIAMS

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
John W. Cattrall
Resident Engineer

I agree to accept award of this project subject to the conditions mentioned above.

Porter W. Yett

ASSIGNMENT

Date: April 14, 1954 No. 5006 By WCW

Description: Letter of April 12 by Fred Hagemann regarding Beaverton Junction-Progress County FAS Project, particularly regarding a house on property on which condemnation proceedings have been filed.

Acknowledged by ____ Referred to Smith

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

- - - - - - - - - - - - - - - - - - - -
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- - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -

Remarks: Contact Porter Yett and if he will agree to not molest house until matter is settled we will award contract now.

WCW

PLEASE RETURN TO W. C. WILLIAMS

Executed 4-27-54 Report Received _____

GHWAY DEPARTMENT

NT CORRESPONDENCE

PLEASE RETURN TO W. C. WILLIAMS

Oregon

12, 1954

BJECT: FAS 581
Washington County

NOTED
W. C. WILLIAMS

s date Washington County's advance
on with the Beaverton Junction-

been obtained by Washington County
h end of the job. Condemnation
this property; however, as there
is a house involved, the county cannot take possession until a court or outside settlement has been made. It is suggested that an understanding with Mr. Yett be reached on this matter before signing a contract.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: S. H. Probert

FORM E-20 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

Salem, Oregon
April 12, 1954

SUBJECT: FAS 581
Washington County

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

We have received this date Washington County's advance deposit of $37,800 in connection with the Beaverton Junction-Progress County FAS Project.

All right of way has been obtained by Washington County excepting a parcel at the north end of the job. Condemnation proceedings have been filed on this property; however, as there is a house involved, the county cannot take possession until a ccurt or outside settlement has been made. It is suggested that an understanding with Mr. Yett be reached on this matter before signing a contract.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: S. H. Probert

RECEIVED
APR 9 1954
FOR FILING

S-161(1)

4157

S-161(1)

April 8, 1954

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Washington County one fully executed copy each of a Maintenance Agreement and Finance Agreement covering the Beaverton Junction-Progress Section of Oregon Project #S-161(1), FAS 581.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 2

RECEIVED
APR 12 1954
FOR FILING

Const
Fed. Aid
Prog. & Proj.
S-161(1)

Salem, Oregon
April 8, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is one conformed copy of a finance agreement and four certified copies of a maintenance agreement with Washington County covering the Beaverton Junction-Progress Section, Oregon Project #S-161(1), FAS 581.

The original of each of the above agreements has been retained in this office for the Commission's files and a fully executed copy of each has been sent to the County Court of Washington County.

Very truly yours

Secretary

rn
Attach: 5

RECEIVED
FOR FILING

Gen'l
Fed. Aid
Insp. & Eng.

S-161(1)

April 5, 1954

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission on April 2, 1954 accepted your bid in the amount of $123,450.00 for grading and paving the Beaverton Junction-Progress Section of the Olson County Road east and south of Beaverton and west and north of Metzger in Washington County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

FORM E-20 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer

Enclosed are three copies of a finance agreement covering the Beaverton Junction-Progress Section of FAS 581 in Washington County. Two copies of this agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission.

Please note that the agreement provides a total of $126,000 of FAS funds for this project. When originally approved by the Highway Commission, $119,000 was set up; however, it has been determined the projects constructed last year underran the contract authorization by $7,000 which has been added to this $119,000 for a total of $126,000.

Also enclosed are six copies of a maintenance agreement covering this same project. Please return either four fully executed or certified true copies of this agreement for transmittal to the Bureau of Public Roads.

The finance agreements require your signature of approval.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

ATTEST: STATE HIGHWAY ENGINEER
DATE Oct 29, 1953 minute page 33
H B Bean

1954

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Const.
Fed. Aid
Eng. & Proj.
S-161(1)

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-161(1), Beaverton Junction-Progress Section of the Oleson County Road in Washington County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Please forward the usual copies of county resolution covering maintenance and encroachments prior to submission of the project agreement estimate.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAR 24 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OREGON DISTRICT
Dist
Fed b. l
Proj + Proj
FA S 161

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 12, 1954

R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS 161
Beaverton Junction--Progress
Section, Oleson Road

Dear Sir:

The sketch map, subject project, dated February 1954 is approved today.

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
MAR 15 1954
OREGON
STATE HIGHWAY COMMISSION

BEAVERTON
END OF PROJECT
OREGON STATE HIGHWAY DEPARTMENT
BEAVERTON JCT - PROGRESS SEC.
ALLEN ROAD
WASHINGTON COUNTY
PROJECT NO FAS 161
Length of Project 2.40 Miles

BEGINNING OF PROJECT
FAS 161
END OF PROJECT
FAS 161
MULTNOMAH COUNTY
To Portland
BRIDGE NO 1
2-12' R.T Spans
28'6 Rdy
BEAVERTON
1,100
Pop
ALLEN BLVD
WILLAMETTE
RALEIGH
HILLSDALE
GARDEN
HOME
FANNO
CREEK
PROGRESS
NESMITH
METZGER
T.1S. R.1W.
T.1S. R.1E.

S-12(2) Salem-Roberts Sec., Independence-Salem Rd., Southwesterly from Salem 1954

#4160

JOHN A. ANDERSON, C. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER

COUNTY OF MARION

COURTHOUSE
PHONE EM 4-4401, EXTENSION 74
SALEM, OREGON

March 20, 1957

Contract 4160
8-12(2)

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

Mr. Fred Hagemann
City County Relations
State Highway Building
Salem, Oregon

Dear Mr. Hagemann:

During the construction of the South River Road, under State supervision, there was a slide that occurred adjacent to the land owned by Warner B. Brown, just North of the entrance to Laurel Springs Addition.

Mr. Brown is asking for damages from Marion County because he claims a portion of this slide area encroached on his property.

I am writing to ask if you will furnish my office with the cross sections of this area showing the existing ground profile after the slide occurred. I had requested this information from Mr. Art Duffy and received the cross section notes only. It would appear to me that the Highway Department would have these notes already plotted and would save me the inconvenience of duplicating work you already have available.

Very truly yours,

John A. Anderson
County Engineer

JAA/dw

cc County Court

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

RECEIVED
MAR 21 1957

RECEIVED
MAR 21 1957
OREGON
STATE HIGHWAY COMMISSION

JOHN A. ANDERSON, C. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE 4-4401, EXTENSION 74
SALEM, OREGON

September 11, 1956

NOTED
Harold C. Ayers

NOTED
V. R. JONES
147

Mr. John W. Cattrall
City County Relations
State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

It has come to the attention of this office that the right of way on South River Road and Silverton Road have not been properly marked since their construction.

I wonder if you would look into this matter and see if the State Highway Department would be willing to install sufficient right of way posts along these two roads.

Very truly yours,

John A. Anderson
County Engineer

JAA/dw

cc County Surveyor

Handled by phone
9/13/56 J.B.C.

RECEIVED
SEP 12 1956
ENGINEER
COUNTY-CITY RELATIONS

RECEIVED
SEP 12 1956
OREGON
STATE HIGHWAY COMMISSION

Form A-150—10M—9-55

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 44659

Date April 18, 1956

Your Req. No.

Billing Request No. [illegible]-223

Credit distribution: [illegible]-1070-297

[illegible] County
Salem, Oregon

Attn: County Court

Final billing county's share total cost of [illegible] section, FAS 476, Marion County. Covered by agreement dated 4/2/51.

Original advance deposit	36,230.00	
Less: Amt. previously transferred	28,230.00	
Balance Advance Deposit		8,000.00
County share of costs as per attached	36,538.56	
Less: Amt. previously transferred	28,230.00	8,308.56
Balance due from county		$ 308.56

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

State Printing 88944

R. H. Baldock
State Highway Engineer

By

NOTED
J. W. CATTRALL

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

April 17, 1956

Marion County Court
Courthouse
Salem, Oregon

NOTED
Harold

Gentlemen:

Final costs are now available for the Salem Roberts section of FAS 176 and it has been determined that the agreed county share of these costs is $36,538.56 as shown in the attached statement. As the county initially deposited $36,230 a balance of $308.56 is due the state. A billing form for this amount will be forwarded you by our accounting division within the next few days and payment should be made upon receipt of this form.

If you have any questions on this matter, please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. W. CATTRALL

John W. Cattrall
Engineer, County and City Relations

JFH;mm
Att.

(Sheet 1 of 2)

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Marion — Contract No. 4160 — Date 4/13/56

FAS 176 — Section Salem-Roberts. Completed 10-30-54.

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Clearing & grubbing	all	$6,610.00	100%	$ 6,610.00
2.	None	--	--	--	--
3.	Removal of pavement	sq. yd.	.30	9,400.3	2,820.09
4.	Structural excav., unclass.	c.y.	2.50	955.71	2,389.28
5.	General excav., unclass.	c.y.	.42	83,893.9	35,235.44
6.	Short overhaul	yd. sta.	.01	341,[illegible]6	3,41[illegible].06
7.	Long overhaul	C-yd. sta.	.38	24,44[illegible].1	9,287.24
8.	Finish roadbed & slopes	mile	500.00	2.982	1,491.00
9.	8" perforated metal drain pipe, coated	l.f.	2.25	664	1,494.00
10.	3/8-0 backfill in drains	c.y.	3.25	130	422.50
11.	12" concrete pipe	l.f.	1.95	582	1,134.90
12.	18"	l.f.	3.30	1,860	6,138.00
13.	24"	l.f.	4.50	78	351.00
14.	12" sewer pipe	l.f.	1.85	75	138.75
15.	Concrete catch basins	each	75.00	4	300.00
16.	Class A concrete	c.y.	55.00	19.93	1,096.15
17.	Metal reinforcement	lb.	.11	2,943	323.73
18.	1"-0 material in leveling course and shoulders	c.y.	2.70	6,923	18,692.10
19.	Sprinkling	M. gal.	3.00	477.44	1,432.32
20.	1"-0 material in binder course	c.y.	3.50	232	812.00
21.	MC-3 asphalt in binder course	ton	40.00	38.17	1,526.80
22.	Class B asphaltic concrete	ton	6.25	8,742.74	54,642.13
PA#1	Reimbursement for extra railroad insurance	all	261.89	100%	261.89
PA#2	43" X 27" arch type CMP	l.f.	11.50	66	759.00
PA#3	Extra clearing & grubbing	all	200.00	100%	200.00
PA#4	Move and reset mail boxes	each	9.00	54	486.00
PA#5	2"-0 gravel in place	c.y.	1.55	5,631	8,728.05
PA#6	Cement adjustment, favor of contractor	bbl.	3.95	2.36	9.32
EWO#1	Furnish & install 12" CMP in cutbank slope and connect to catch basin	--	--	--	164.88

Subtotal.....	$160,396.63
Temporary Signs & Barricades.	172.64
Permanent Signs.....	69.92
Seeding Cut & Fill Slopes....	221.38
Construction Engineering.....	17,221.44
TOTAL CONSTRUCTION COSTS.....	$178,[illegible]77.11
FEDERAL FUNDS COLLECTED FOR PROJECT.....	$14[illegible],[illegible].38

(Sheet 2 of 2)

FINAL COSTS: FAS [illegible], Marion County. Contract No. 4[illegible]. 4.13.56

AGREED COUNTY SHARE TOTAL COSTS

50% of difference between total costs and federal funds:
($176,077.11 - $105,000) X 1/2 = $36,538.56

County Share Total Costs.....	$36,538.56
Less County Advance Deposit...	36,230.00
BALANCE DUE STATE FROM COUNTY.	$ 308.56

JFH:mma

Form PR 2 (Revised 1950)

CPR8-1828

State Oregon

Project No. S-12 (2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of November, 19 55,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24th day of June, 19 53, a program, which was approved on the 17th day of July, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 17th day of March, 19 54, and the sum of one hundred five thousand and 00/100

dollars ($ 105,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Form PR 2 (Revised 1950)

CPRS-1826

State Oregon

Project No. S-12 (2)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of November, 19 55,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24th day of June, 19 53, a program, which was approved on the 17th day of July, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 17th day of March, 19 54, and the sum of one hundred five thousand and 00/100

dollars ($ 105,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 30+13 at the Salem city limits in the NE 1/4 of Section 33, T. 7 S., R. 3 W., W.M., and survey station 181+93 in the SE 1/4 of Section 6, T. 8 S., R. 3 W., W.M., without exception

, length 2.875 miles, in Marion County, being Oregon project No. S-12 (2), consisting of 2.875 miles of roadway and no bridges, [redacted], [redacted].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11379-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred five thousand and 00/100 dollars ($ 105,000.00), which does not exceed the authorized Federal pro rata share of one hundred sixty-nine thousand, five hundred fifty-eight and 95/100 dollars ($ 169,558.95), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-8 A4.62

RECEIVED
NOV 16 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-12 (2)

SALEM-ROBERTS SECTION

OF THE INDEPENDENCE-SALEM ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 6, 1954

Type Code 6201
Roadway (Sta. 30+13 to Sta. 161+93)(Contract No. 4160)

All Required				
50	sq. ft.	Clearing and Grubbing (95%)	$	$ 6,279.50
11,600	sq. yds.	Felling Danger Trees	2.25	112.50
680	cu. yds.	Removal of Pavement	0.30	3,480.00
82,900	cu. yds.	Structural Excavation, Unclassified	2.50	1,700.00
380,000	yds. sta.	General Excavation, Unclassified	0.42	34,818.00
27,400	C-yds. sta.	Short Overhaul	0.01	3,800.00
2.87	miles	Long Overhaul	0.38	10,412.00
540	lin. ft.	Finishing Roadbed and Slopes	500.00	1,435.00
140	cu. yds.	8-inch Perforated Metal Drain Pipe	2.25	1,215.00
1,460	lin. ft.	3/8" - 0 Backfill in Drains	3.25	455.00
1,590	lin. ft.	12-inch Concrete Pipe	1.95	2,847.00
210	lin. ft.	18-inch Concrete Pipe	3.30	5,247.00
150	lin. ft.	24-inch Concrete Pipe	4.50	945.00
5	only	12-inch Sewer Pipe	1.85	277.50
20	cu. yds.	Concrete Catch Basins	75.00	375.00
3,100	lbs.	Class "A" Concrete	55.00	1,100.00
7,150	cu.yds.	Metal Reinforcement	0.11	341.00
		1" - 0 Material in Leveling Course and Shoulders	2.70	19,305.00
490	M-gal.	Sprinkling	3.00	1,470.00
460	cu. yds.	1" - 0 Material in Binder Course	3.50	1,610.00
73	tons	RC-3 Asphalt in Binder Course	40.00	2,920.00
8,640	tons	Class "B" Asphaltic Concrete	6.25	54,000.00
			Subtotal	$154,144.50
			10% Engr. & Cont.	15,414.45
			Total	$169,558.95

Length of Roadway 2.875 miles
Cost of Roadway per mile $58,977.02

Federal Funds	$105,000.00
State Funds	32,279.47
County Funds	32,279.48
	$169,558.95

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1930; Chap. 529, Laws 1939

Funds for Maintenance: Chap. 529, Laws 1939

Note: Cash has been deposited by Marion County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-12 (2)

SALEM-ROBERTS SECTION

OF THE INDEPENDENCE-SALEM ROAD IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 11, 1954

Type Code 6201
Roadway (Sta. 30+13 to Sta. 181+93)

All Required		Clearing and Grubbing (95%)		$ 4,275.00
50	Sq.ft.	Felling Danger Trees	$ 4.00	200.00
11,600	Sq. yds.	Removal of Pavement	0.75	8,700.00
680	Cu.yds.	Structural Excavation, Unclassified	3.00	2,040.00
82,900	Cu.yds.	General Excavation, Unclassified	0.55	45,595.00
380,000	Yd.sta.	Short Overhaul	0.015	5,700.00
27,400	C-yd.sta.	Long Overhaul	0.45	12,330.00
2.87	Miles	Finishing Roadbed and Slopes	600.00	1,722.00
540	Lin.ft.	8-inch Perforated Metal Drain Pipe	2.25	1,215.00
140	Cu.yds.	3/8" - 0 Backfill in Drains	5.00	700.00
1,460	Lin.ft.	12-inch Concrete Pipe	2.00	2,920.00
1,590	Lin.ft.	18-inch Concrete Pipe	3.25	5,167.50
210	Lin.ft.	24-inch Concrete Pipe	4.75	997.50
150	Lin.ft.	12-inch Sewer Pipe	2.00	300.00
5	Only	Concrete Catch Basins	75.00	375.00
20	Cu.yds.	Class "A" Concrete	70.00	1,400.00
3,100	Lbs.	Metal Reinforcement	0.12	372.00
7,150	Cu.yds.	1" - 0 Material in Leveling Course and Shoulders	2.75	19,662.50
			2.50	1,225.00
490	M-gal.	Sprinkling	4.25	1,955.00
460	Cu.yds.	1" - 0 Material in Binder Course	40.00	2,920.00
73	Tons	RC-3 Asphalt in Binder Course	6.00	53,840.00
8,640	Tons	Class "B" Asphaltic Concrete		
		Subtotal		$171,611.50
		10% Engr. & Cont.		17,161.15
		Total		$188,772.65

Length of Roadway 2.875 Miles
Cost of Roadway per Mile $65,660.05

Federal Funds	$115,200.00
State Funds	36,786.32
County Funds	36,786.33
	$188,772.65

May 6th, 1955

FINAL COST ANALYSIS
Grading & Paving
Rouse & Miller, Contractor
Arthur Duffy, Resident Engineer

Salem-Roberts Section
Contract #4160

Independence-Salem Road
Prefix 524-1070 S-12(2)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) Clearing & Grubbing	All		$6,610	$	$ 5,265.36	$ 6,610.00
(1) Removal of Pavement	9,400.3	Sq. Yd.	0.30	0.29	2,736.50	2,820.09
(1) Struct. Excavation	955.71	Cu. Yd.	2.50	2.45	2,337.51	2,389.28
(1) General "	83,893.9	" "	0.42	0.493	41,406.36	35,235.44
(1) Short Overhaul	341,006	Yd. Sta.	0.01	0.011	3,567.06	3,410.06
(1) Long "	24,440.1	C-Yd. Sta.	0.38	0.397	9,715.03	9,287.24
(1) Finish R/B & Slopes	2.982	Mile	500.00	468.55	1,397.22	1,491.00
(1) Perf. Metal Drain Pipe, Coated	664	Lin. Ft.	2.25	2.34	1,555.36	1,494.00
(1) 3/8"-0" Backfill in Drains	130	Cu. Yd.	3.25	3.41	442.92	422.50
(1) 12" Concrete Pipe	582	Lin. Ft.	1.95	1.99	1,157.58	1,134.90
(1) 18" " "	1,860	" "	3.30	3.61	6,709.72	6,138.00
(1) 24" " "	78	" "	4.50	4.35	338.95	351.00
(1) 12" Conc. Sewer Pipe	75	" "	1.85	1.93	144.74	138.75
(1) Concrete Catch Basins	4	Each	75.00	74.81	299.24	300.00
(1) Class "A" Concrete	19.93	Cu. Yd.	55.00	49.40	984.49	1,096.15
(1) Metal Reinforcement	2,943	Lb.	0.11	0.106	312.33	323.73
(1) & (2) 1"-0" Mat'l. in Level Course & Shoulders	6,923	Cu. Yd.	2.70	2.68	18,535.70	18,692.10
(1) & (2) Sprinkling	477.44	M/Gal.	3.00	2.73	1,304.66	1,432.32
(2) 1"-0" Mat'l. in Binder	232	Cu. Yd.	3.50	4.07	944.75	812.00
(2) RC-3 Asphalt in "	38.17	Ton	40.00	38.62	1,474.07	1,526.80
(2) Class "B" Asphaltic Concrete	8,742.74	"	6.25	6.28	54,892.65	54,642.13
(1) PA #1, Reimbursement for Ex. R.R. Ins.	All				261.89	261.89

N.C.E.L. State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) PA #2, 43" x 27" Arch Type C.M.P.	66	Lin. Ft.	$11.50	$12.54	$ 827.93	$ 759.00
(1) PA #3, Ex. Clearing & Grubbing	All				193.05	200.00
(1) PA #4, Move & Reset Mail Boxes	54	Each	9.00	8.36	451.26	486.00
(1)&(2) PA #5, 2"-0" Gravel Base in Place	5,631	Cu. Yd.	1.55	1.35	7,591.84	8,728.05
(1) PA #6, Cem. Adj., Favor of Contractor	2.36	Bbl.	3.95	3.95	9.32	9.32
(1) Force Account					149.38	164.88
					$165,006.87	$160,356.63

	Gross Revenue	Total Cost	Loss	% of Loss
(1) Rouse & Miller	$89,075.91	$93,159.24	$4,083.33	4.6
(2) Central Paving Co.	71,280.72	71,847.63	566.91	0.8
Total	$160,356.63	$165,006.87	$4,650.24	2.8

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) PA #2, 43" x 27" Arch Type C.M.P.	66	Lin. Ft.	$11.50	$12.54	$ 827.93	$ 759.00
(1) PA #3, Ex. Clearing & Grubbing	All				193.05	200.00
(1) PA #4, Move & Reset Mail Boxes	54	Each	9.00	8.36	451.26	486.00
(1)&(2) PA #5, 2"-0" Gravel Base in Place	5,631	Cu. Yd.	1.55	1.35	7,591.84	8,728.05
(1) PA #6, Cem. Adj., Favor of Contractor	2.36	Bbl.	3.95	3.95	9.32	9.32
(1) Force Account					149.38	164.88
					$165,006.87	$160,356.63

	Gross Revenue	Total Cost	Loss	% of Loss
(1) Rouse & Miller	$89,075.91	$93,159.24	$4,083.33	4.6
(2) Central Paving Co.	71,280.72	71,847.63	566.91	0.8
Total	$160,356.63	$165,006.87	$4,650.24	2.8

Salem-Roberts Section
Contract #4160

Detail of Cost

Labor:

Labor	$45,252.42	
Labor Insurance	3,347.60	
Welfare Insurance	1,403.93	
		$ 50,003.95

Materials:

8" Perf. Metal Drain Pipe	664 Lin. Ft.	at	$1.29	$ 856.56
8" Metal Bands	38 Each	"	1.07	40.66
8" Elbow	1 "	"	10.28	10.28
12" Concrete Culvert Pipe	582 Lin. Ft.	"	0.90	523.80
18" " " "	1,860 " "	"	1.90	3,534.00
24" " " "	78 " "	"	2.75	214.50
12" " Sewer Pipe	75 " "	"	0.82	61.50
43" x 27" Arch Type Metal Pipe & Bands				676.23
Mail Box Posts				116.18
Redi-Mix Concrete				266.44
Reinforcing Steel				262.02
Catch Basin Grates & Frames				127.84
2"-0" Gravel Purchased				1,689.30
RC-3 Asphalt	38.17 Ton	at	$25.75	982.88
Freight on Asphalt	38.17 "	"	5.06	193.14
1"-0" Rock Purchased				11,896.89
3/4"-0" Rock Purchased				394.40
Asphaltic Concrete Mix				34,970.96
3/8"-0" Material in Backfill				227.50
				57,045.08

Equipment Rentals & Misc. Supplies:

Equipment Rentals, Owned	$40,736.07	
" " , Hired	3,997.60	
Gas, Oil & Grease	7,639.58	
Bond	1,181.17	
P.L. & P.D. Insurance	565.65	
P.U.C.	362.29	
Lumber	303.20	
Home Office & Overhead	3,172.28	
		57,957.84

Total Cost $165,006.87

Salem-Roberts Section
Contract #4160

Rouse & Miller
Detail of Cost

Labor:

Labor	$36,483.51	
Labor Insurance	2,470.71	
Welfare Insurance	978.43	
		$39,932.65

Materials:

8" Elbows	1 Each at $10.28	$ 10.28	
8" Perf. Metal Drain Pipe	664 Lin. Ft. at $1.29	856.56	
8" " " Bands	38 Each at $1.07	40.66	
12" Concrete Culvert Pipe	582 Lin. Ft. at $0.90	523.80	
18" " " "	1,860 " " " 1.90	3,534.00	
24" " " "	78 " " " 2.75	214.50	
12" Concrete Sewer Pipe	75 Lin. Ft. " 0.82	61.50	
43" x 27" Arch Type Pipe Metal		676.23	
Mail Box Posts		116.18	
Redi-Mix Concrete		266.44	
Reinforcing Steel		262.02	
Catch Basin Grates & Frame		127.84	
2"-0" Gravel Purchased		1,689.30	
			8,379.31

Equipment Rentals & Misc. Supplies:

Equipment Rental, Owned	$32,665.32	
" " , Hired	2,665.60	
Gas, Oil & Grease	4,639.58	
Bond	1,181.17	
P.U.C.	36.59	
P.L. & P.D. Insurance	456.04	
Lumber	303.20	
3/8"-0" Material in Backfill	227.50	
Home Office & Overhead	2,672.28	
		44,837.28

Total Cost $93,159.24

Salem-Roberts Section
Contract #4160

Central Paving Co.
Detail of Cost

Labor:			
Labor		$ 8,768.91	
Labor Insurance		876.89	
Welfare Insurance		425.50	
			$10,071.30
Materials:			
RC-3 Asphalt	38.17 Ton at $25.75	$ 982.88	
Freight on Asphalt	38.17 " " 5.06	193.14	
1"-0" Rock in Level Course		11,896.89	
3/4"-0" Rock in Binder		394.40	
			13,463.31
Equipment Rentals & Misc. Supplies:			
Equipment Rental, Owned		$8,070.75	
" " , Hired		1,332.00	
Gas, Oil & Grease		3,000.00	
P.U.C.		325.70	
P.L. & P.D. Insurance		109.61	
Asphaltic Concrete Mix	8,742.74 Tons at $4.00	34,970.96	
Overhead		500.00	
			48,309.02
			$71,847.63

Salem-Roberts Section
Contract #4160

Remarks:

This was a "Federal Aid Secondary Project" calling for the grading and paving of 2.98 miles of highway roadbed on the Salem-Roberts Section of the Salem-Independence Road in Marion County.

The project was bid April 1st, 1954, awarded May 6th, 1954. Work started May 10th, and the project was completed November 6th, 1954.

The contractor moved in a D-8 cat and dozer and three power saws and a crew of five men on May 10th, and started clearing. The clearing consisted of thick brush and scattered trees, and most of this was done by hand work, resulting in a higher cost. Only a small profit was realized on the clearing.

The excavation consisted of dirt and weathered rock. The rock material was ripped and moved with two DW-21's and 3/4 cu. yd. shovel, D-8 cat and dozer and D-7 cat and dozer. The common material was moved with DW-21's and D-8 cat used for pushing. A considerable amount of pioneering work was done with a D-8 cat and dozer before the scrapers were put into use. Slow progress was made on the grading; therefore, the contractor suffered a loss.

The contractor suffered a loss on the pipe installations due to slow progress and poor supervision.

The Central Paving Co. subcontracted the furnishing and placing of the rock, asphalt and the Class "B" asphaltic concrete. All of the material was hauled from their commercial plant located at Independence, Oregon. Low production resulted in a slight loss for the subcontractor.

The contractors had fair bid prices and good equipment, but the poor supervision resulted in a loss to both.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

RECEIVED
MAR 17 1955
FOR FILING

S - 12 (2)
(CONTRACT NO.)
4160

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 11, 1955

(VOUCHER NO.)	(EST. NO.)	(WARRANT NO.)	(CONTRACTOR) (AMOUNT)	(DATE)
4160	8-Final		Fred Rouse & Henry H. Miller	
4799		R-117844	$ 4,810.70	3/11/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract, The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1954

Time Extensions: None

Completion Date: Oct. 30, 1954

Date Accepted: Jan. 18, 1955

Penalties: none of record

Claims: None of record

Remarks:

Date: 3-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 15

POSTED ON CARD

RECEIVED
FEB 8 1955

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 7, 1955

524-1070

Fred Rouse and Henry H. Miller
Contractors
444 Center Street
Salem, Oregon

Gentlemen:

It was called to our attention that a small section of pavement on the Salem-Roberts Section of the Salem-Independence County Road was breaking up. An inspection of the break, which is approximately 800 feet north of the golf course road, reveals that the break was due to faulty workmanship during construction.

Before final payment can be made for the contract, it will be necessary that this section be dug out and patched in a manner satisfactory to the engineer, without cost to the State. Final payment for the contract will be released as soon as we are certain that no more pavement breaks will occur.

Yours very truly,

L. H. Warfield
Assistant Division Engineer

LHW:AM
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. Arthur Duffy

RECEIVED
FEB 4 1955
FOR FILING

9

February 3, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

State Highway Contract No. 4160 for work performed on the Salem-Roberts Section of the Independence-Salem Road in Marion County was completed by the contractor, Fred Rouse & Henry H. Miller, on October 30, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $4,810.70 will be released to the contractor on or after February 14, 1955. The total contract amount is $160,356.63, of which amount $164.88 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

CC: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

RECEIVED
DEC 24 1954
FOR FILING

5-18-12
4160

December 24, 1954

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Fred House and Henry H. Miller on contract No. 4160, covering the Salem-Roberts Section of the Independence-Salem Road in Marion County. This payment, in the amount of $597.56, will be released to the contractor on or after January 3, 1955. The retained percentage is $4810.70.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M

5-12(2)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 11, 1954

Section Salem-Roberts

Highway Independence-Salem Road

Contractor Fred Rouse & Henry H. Miller

Date of contract May 6, 19

Date work started May 10, 19

Project authorization $ 181,150.00

Exclusive of Engineering $ 168,269.00

Engineering authorization $ 12,881.84

Engineering cost to date $ 15,537.08, 120 %

Kind of work Grading and Paving

Section prefix 524-1070

Contract number 4160

Date of completion October 31, 1954

Estimated date of completion , 19

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 161,300.00

Per cent of contract completed, based on total contract price 100 %

Date project was completed October 30, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Transitman, Computer, Chainman and self working on the semi-final estimate. Remainder of crew on exchange time leave.

The semi-final estimate completed and submitted Friday.

Final Report

OSCAR J. CUTLER

RECEIVED
DEC 13 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed Arthur Duffy
Arthur Duffy

Address Rm. 214 Lab Bldg. Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.98	2.98			2.98
Miles partially completed					
Miles completed	2.98	2.98			2.98
Total estimated quantities	83,894 cy	12,786 cy			8,743 Tons
Estimated quantities moved or placed to date	83,894 cy	12,786 cy			8,743 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain		
Monday	"		
Tuesday	cloudy		
Wednesday	"		
Thursday	showers		
Friday	cloudy		
Saturday	rain		

December 6, 1954

Harold C. Ayers

Marion County Court
Court House
Salem, Oregon

FAS 176

Gentlemen:

This is to advise you that work on the Salem-Roberts section of the Independence-Salem Road in Marion County was completed on October 30, 1954.

Under the terms of the maintenance agreement signed by the Court on March 26, 1954, and by the Highway Commission on April 2, 1954, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

NOTED
J. . . HAGEMANN

RECEIVED
NOV 23 1954
FOR FILING

S-12(.)
4116.2

November 23, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to Fred Rouse & Henry H. Miller a portion of the funds heretofore retained by the Commission on contract No.4160, for grading and paving on the Salem-Roberts Section of the Independence-Salem Road in Marion County.

This payment, in the amount of $45,901.95, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,792.21. The present payment will be released on or after December 3, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
11-23-54

RECEIVED
NOV 19 1954
FOR FILING

S-12(2)

November 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 30, 1954 on Contract No. 4160, Salem-Roberts Section, in Marion County, in connection with Federal Aid Project No. S-12 (2).

Very truly yours,

H. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattanach
DBP:bb

RECEIVED
OCT 13 1954
FOR FILING
FORM E-30X—50M—8-54—78196

S-12 (2)
J (a)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:
Mr. J. D. Walker
Division Engineer
State Highway Department
O f f i c e

Dear Sir:

The subcontract between Fred Rouse & Henry H. Miller and the Central Paving Company, covering Items 19 to 22, inclusive, on the Salem-Roberts Contract No. 4160, Oregon S-12 (2), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

FORM E-20X 30M 11-[illegible] 44708

5-12(2)

4160

6099

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1954

SUBJECT:

To:
Mr. J. D. Walker
Division Engineer
Department

Dear Sir:

Reference is made to letter of complaint from Mr. Glenn Bidgood relative to his field approach at Station 174+20 on the Salem-Roberts Section of the Salem-Independence Road.

The approach was temporarily removed by the contractors roadbed ditch excavation. In accordance with your instructions I contacted Mr. Bidgood on Tuesday, July 27, and found him to be very cooperative. The approach is being replaced to his satisfaction.

Very truly yours,

Arthur Duffy
Resident Engineer

AD:fe

RECEIVED
JUL 29 1954
DIVISION ENGINEER

ASSIGNMENT

Date: July 26, 1954 No. 68-9 By MHB

Description: Letter dated July 24 from Glenn Bidgood re condition of driveway at Route 3, Box 916, Salem.

Acknowledged by ____ Referred to WALKER

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
XXX Prepare reply for signature of Mr. Baldock
__ Contact correspondent and report

Remarks:

Mr. Walker talked to Mr. Baldock about this.

Executed ____ Report Received 7-30-54

It will be necessary to have a driveway into the barn lot, also to haul hay in over the main road each evening. and also have a key to go to Fort

NOTED
W. C. WILLIAMS

ne 29, 1954

S-12(2), Salem-Roberts
Independence-Salem

copies of Price Agree-
for additional insur-
on the above project.
rance policy was fur-

irely clear, but we
an agreement with
as provision, and
or shifting the risk
is ineligible for
ibited by Works Pro-

even with respect to
the special provisions.
lroad and telegraph
d harmless provision
and probably would
contractor was not at fault.

Very truly yours,

C. O. POLK
District Engineer

RECEIVED
JUN 29 1954
OREGON
STATE HIGHWAY COMMISSION

Route 2 Box
So Salem Rd

3 Box 710
[illegible]
June 2 1954

J. -

Please [illegible] so much for
our driveway, I may [illegible] across
it on Fri. I understand it
is law to have a driveway "in
and out" at the time. We have
horses and cream to sell, and
it takes quickers every 5 miles each
morning.

It will be necessary to have a
driveway into the barn lot; return
to haul hay in over the main
road each evening. and also
have a key to go to that.

NOTED
W. C. WILLIAMS

June 29, 1954

(Original to
Mr. Roberts

S-12(2), Sales-Roberts
Independence-Sales

copies of Price Agree-
for additional insur-
on the above project.
urance policy was fur-

tirely clear, but we
an agreement with
ess provision, and
for shifting the risk
is ineligible for
ibited by Works Pro-

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the special provisions.
ilroad and telegraph
ld harmless provision
and probably would
[illegible] was not at fault.

Very truly yours,

C. O. POLK
District Engineer

RECEIVED
JUN 29 1954
OREGON
STATE HIGHWAY COMMISSION

R

NOTED
W. C. WILLIAMS

ne 29, 1954

Original to
Mr. Parker

S-12(2), Salem-Roberts
Independence-Salem

copies of Price Agree-
for additional insur-
on the above project.
urance policy was fur-

tirely clear, but we
an agreement with
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for shifting the risk
is ineligible for
ibited by Works Pro-

even with respect to
the special provisions.
ilroad and telegraph
ld harmless provision
and probably would
tor was not at fault.

Very truly yours,

C. O. FOLK
District Engineer

RECEIVED
JUN 29 1954
OREGON
STATE HIGHWAY COMMISSION

13 Bay 4/6
Jerusalem,
July 2 1954

State Engineer, Salem,
Oregon.

Dear Sir.

Thank you so much for
our driveway, & my interests
at the Fair. I understand it
is law to have a driveway "in
and out" at the fair. There are
horses and mean to say, and
I take pictures every 5 miles each
morning.

It will be necessary to have a
driveway into the barn lot, & also
to haul hay in over the main
road each morning. and also
have a key to go to the

right away.

We mean to co-operate with Mr. Kilham if such a thing is possible.

Thank you again.

Yours truly,

Sidgood

RECEIVED
DIVISION ENGINEER

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

S-12(2)

H 1-4

NOTED
W. C. WILLIAMS

June 29, 1954

Original to Mr. Bodick

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-12(2), Salem-Roberts Section of the Independence-Salem County Road

Dear Sir:

Your letter of June 3, 1954 transmitted copies of Price Agreement No. 1 for our approval covering premium for additional insurance required by the Oregon Electric Railroad on the above project. Additional information as to the extended insurance policy was furnished in your June 10, 1954 letter.

The quotation from that letter is not entirely clear, but we assume the contractor was required to execute an agreement with the railway company containing the hold harmless provision, and that the $261.89 additional premium was paid for shifting the risk to the insurance company. If so, the premium is ineligible for Federal participation as it covers a risk prohibited by Works Program General Memorandum No. 32.

The hold harmless provision goes farther, even with respect to property damage, than paragraph e on page 22 of the special provisions. Paragraph e relates only to property of the railroad and telegraph companies, their tenants and licensees; the hold harmless provision extends to property of passengers and shippers and probably would cover cases where the contractor was not at fault.

Very truly yours,

RECEIVED
JUN 29 1954
OREGON
STATE HIGHWAY COMMISSION

C. G. POLK
District Engineer

RECEIVED
JUN 11 1954
FOR FILING

4160

June 10, 1954

Messrs. Henry A. Miller
444 Center Street
Salem, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4160, which was awarded to you on May 6, 1954 by the State Highway Commission, for grading and paving on the Salem-Roberts Section of the Independence-Salem Road in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 3 1954
FOR FILING

S-1-7
4160

June 1, 1954

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland and Seattle Ry. Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Reference is made to your letter of May 24, concerning watchman and flagman expense to be incurred by the railroad company in connection with our contracts for highway improvement on the Salem-Roberts Section in Marion County and the Tide Cr.-St. Helens Section in Columbia County.

This will advise that such watchman, flagman and inspection expense as is necessarily and reasonably incurred by your company in protecting its lines against damage from operations of contractors on the projects named will be reimbursed by the Highway Department.

The nature of the work involved in these projects is such that there should be little occasion for expense of the kind mentioned and we ask that you watch your expenditures carefully with the view of holding them to the minimum.

As both of the projects are federal-aid projects, it will be necessary that the billing be done in accordance with the federal regulations applicable to that class of project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

cc: A. G. Skelton
J. D. Walker
S. H. Probert

FORM 1012

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

C. F. THOMAS,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER
1101 N. W. HOYT STREET
PORTLAND 7, OREGON

May 24, 1954

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

This has reference to your letter of May 7, 1954, relative to receiving copy of Contract No. 4160 covering grading and paving work on the Salem-Roberts Section of the Independence-Salem Road in Marion County, and also your letter of May 17, 1954, relative to Contract No. 4185 covering grading and paving work on the Tide Creek-St. Helens Unit of the Goble-St. Helens Section of the Columbia River Highway in Columbia County.

In your Specifications and Contract Agreements the section on "Contractor's Obligations for Protection of Railway Property" states that all watchmen, flagmen and inspectors (as employees of the railroad company) who are considered by the railroad company as necessary to protect railroad operations from hazards normally accruing by reason of the work required under the contract will be furnished by the railroad without cost to the contractor. Am I correct in assuming the Oregon State Highway Department will reimburse the railway company for such protection, as above mentioned, where contractor is not obligated for same?

You are aware, of course, of the regulations governing accounting and billing in connection with Federal Aid Projects, such as billing labor at actual cost, furnishing copies of payrolls, and other technicalities. Please advise if both of these contracts are Federal Aid Projects, and if these regulations will apply in this instance.

Inasmuch as the Oregon State Highway Department has not entered into an agreement with the Oregon Electric Railway

or the Spokane, Portland and Seattle Railway on these two projects, information as to Oregon State Highway Department's obligations to the railway companies in this instance would be appreciated.

Very truly yours,

C. H. Thomas

Chief Engineer

HFM-c

RECEIVED
MAY 17 1954
FOR FILING

2112(1)
4160

May 12, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 10, 1954 on Contract No. 4160, Salem-Roberts Section, in Marion County, in connection with Federal Aid Project No. S-12 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bp

FORM E-80 25M 8-51 52218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

Salem, Oregon
May 7, 1954

SUBJECT: File 21393 - Oregon Electric Railway Co.
Salem-Roberts Section
Independence-Salem Road

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Dear Mr. Williams:

This memorandum is written to you with reference to protection to be given to Oregon Electric Railway Co. in connection with the construction of the Salem-Roberts Section of the Independence-Salem Road.

I have now been advised that the matter has been solved by an endorsement on the regular Contractors Public Liability and Property Damage policy carried by Fred Rouse and Henry H. Miller, a joint venture, which endorsement reads as follows:

> "The Contractor shall indemnify and hold harmless the Railway Company as outlined in letter of April 14, 1954, to Honorable Rex Hartley, County Judge, Marion County Court, Salem, Oregon, for all loss, damage and expense resulting from any injuries to persons or damage to property caused by carrying on the work or any part thereof known as: Salem-Roberts Section of the Salem-Independence Road, Southwesterly from Salem, Oregon, and Oregon State Highway Commission Contract."

NOTED
W. C. WILLIAMS

A letter has been received from Mr. Richard Devers, Attorney for Oregon Electric Railway Co. stating that the endorsement is satisfactory. Mr. Louis Judson, bookkeeper for Rouse and Miller, has advised me over the phone that the endorsement is satisfactory to his principals.

It appears that the extra premium which will have to be paid by the contractors by reason of the endorsement to their regular policy will be $261.99. I have understood from you that reimbursement will be made to the contractors as part of the project costs for this extra expense, which was not anticipated at the time bids were submitted.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

cc: Mr. Richard Devers
Mr. W. P. Garrett
Hon. Rex Hartley
Fred Rouse and Henry H. Miller
Rogers Insurance Agency, Inc.

JWD:mb

ASSIGNMENT

Date: May 9, 1954 No. 5070 By Ewell

Description: Letter of May 7 by J. M. DeSousa regarding insurance protection to be given Oregon Electric Railway Co. in connection with construction of the Salem-Roberts Section of the Independence-Salem road.

Acknowledged by____ Referred to Smith

— Investigate and report with recommendation
XX Such action as necessary and report
— Comment or recommendation
— Return with rough draft of reply
— Prepare reply for signature of Mr.____
— Contact correspondent and report

Remarks: Please cover with price agreement.

6-1-54 PLEASE RETURN TO W. C. WILLIAMS WCW

Price agreement being processed through regular channels

Executed____ Report Received____

AGENDA
MAY 11 1954

Ba-12

E.R.

RECEIVED
JUN 16 1954
FOR FILING

AGENDA
MAY 11 1954
Ba-12

... 6, 1953

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Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my ... to you ... this date.

Very truly yours

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cc: ...
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...

E.R.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 6, 1954
11:05 a.m.

Fred Reuse & Henry H. Miller
444 Center Street
Salem, Oregon

Contract for Salem-Roberts Section of Independence-Salem Road, Marion County, for which you submitted low bid on April 1 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

Floyd Query,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
MAY 7 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

OREGON DISTRICT

1-2(2)

4/11

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

405 STATE HIGHWAY BLDG.
SALEM, OREGON

May 6, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-12(2), Salem-Roberts Section of the Salem-Independence Road, we hereby concur as of this date in award of contract to Fred Rouse and Henry H. Miller of Salem, Oregon, low bidder in the amount of $156,823.00 at the April 1, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 7 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 10 1954
FOR FILING

S-12(2)

4165

May 6, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Salem-Roberts Section of the Independence-Salem County Road in Marion County, Project S-12 (2), to Fred Rouse and Henry H. Miller of Salem, Oregon, on the basis of the bid of $156,823 submitted on April 1, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

L 12(2)

4160

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1954

SUBJECT: FAS 176, Marion County
Salem-Roberts Section

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

Marion County advised this date that complaints for condemnation of the remaining right of way needed in connection with the Salem-Roberts FAS project were filed the afternoon of May 5th. This completes the right of way acquisition for this project.

The county's advance deposit has been in our hands since April 15th, and if the required railroad liability insurance has been arranged for, this project should be clear for award of a contract.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: S. H. Probert

Form A-130 10M 12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
V. R. JONES

Marion County
Salem, Oregon

Attn: County Court

Invoice No. 53212

Date April 16, 1954

Your Req. No.

Billing Request No. CC 76

Credit distribution: 52h-1017-297

Advance Deposits	36,230.00
Salem-Roberts Section Co. FAS project in Marion County covered by agreement dated April 2, 1954. Partial transfer of County's share of total cost. The total advance deposit is $36,230 of which $8,000 is to remain in the advance deposit fund.	
To be retained	28,230.00
	$ 8,000.00

NOTED
J F. HAGEMANN

RECEIVED
APR 19 1954
ENGINEER
COUNTY AND CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

work is done.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:HM

cc: J. D. Walker

NOTED
V. R. JONES

Salem, Oregon
April 8, 1954

FAS 176
Salem-Roberts Co. FAS Project

Mr. H. C. Smith
Construction Engineer

NOTED
Harold C.

Marion County Judge Hartley questioned the additional item of $1,000 for moving utilities in connection with the Salem-Roberts County FAS project. I explained that it represented an estimated cost only and that only actual expenditures would be charged against the job.

After this explanation the judge offered no objections to including this item in the estimated cost; however, he advised that the county's utility franchise provides that the utility company is responsible for moving poles. Upon being advised what poles are to be moved, Marion County will see that the work is done.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: J. D. Walker

NOTED
Harold C. Ayers

April 5, 1954

NOTED
V. R. [illegible]

Marion County Court
Court House
Salem, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On April 1st the Highway Commission received a satisfactory bid from Fred Rouse & Henry H. Miller of Salem for the construction of the Salem-Roberts Section of FAS 176. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the County prior to award of a contract. The amount of this deposit is as follows:

Bid Items		$156,823.00
Additional Items		
Move and Reset Mail Boxes	$ 500.00	
Move Utilities	1,000.00	
R.R. Protection (Flagmen, etc.)	2,500.00	
Slope Seeding	200.00	4,200.00
Subtotal		$161,023.00
12-1/2% Engineering & Contingencies		20,127.88
Estimated Total Cost		$181,150.88
Advance Deposit of 20%		$ 36,230.00

Please make this deposit by means of a warrant or check in the amount of $36,230 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit and final clearance of right of way the contract will be awarded.

Based on this estimate, Marion County will have a balance of 1954-1955 FAS funds of approximately $82,000 which should be sufficient to complete the 2.6 miles section between Wheatland Junction and Hopmere Junction of FAS 159.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

April 12, 1954

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

Attached are three copies each of a maintenance agreement and an encroachment resolution in connection with Oregon Project No. S-12(2), Salem-Roberts Section, FAS 176, in Marion County.

We have on file executed copies of an agreement covering Marion County's participation in the total cost of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM
Att.

Form cc-12 (1954 Rev.)

Oregon Project S-12 (2)
S 176

R E S O L U T I O N

WHEREAS, a county road in Marion County, State of Oregon, known as the Independence-Salem County Road, is routed through the County of Marion, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Marion County, the section adopted for improvement being more particularly described as follows; to wit:

From the City of Salem southwesterly to Roberts, a distance of 2.88 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Marion will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Marion County, Oregon, that no encroachments will be permitted on the county road known as the Independence-Salem County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Marion County, Oregon, this 26th day of March, 1954.

By R. Hartley
County Judge

By Roy J. Price
County Commissioner

By E. L. Rogers
County Commissioner

Attest:

H. C. MATTSON, COUNTY CLERK
County Clerk
By G. E. White, Deputy

RECEIVED
APR 12 1954
FOR FILING

Court
Fed. Aid
Engg & Plan

S-12(2)

April 12, 1954

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Marion County one fully executed copy each of a maintenance agreement and finance agreement between the State Highway Commission and Marion County covering the Salem-Roberts county FAS project in Marion County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 13 1954
FOR FILING

file

Salem, Oregon
April 12, 1954

Maint 177
Finance 85

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of a finance agreement and four certified copies of a maintenance agreement with Marion County covering the Salem-Roberts Section S-12(2), FAS 176.

The original of each of the above agreements has been retained in this office for the Commission's files and a fully executed of each has been sent to the County Court of Marion County.

Very truly yours

Secretary

rm
Attach: 5

RECEIVED
1954
FOR FILING

Const
Fed Aid
Proj. & Prop.

S-1 2(2)

April 5, 1954

George F. Rouse and Henry H. Miller
444 Center Street
Salem, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 accepted your bid in the amount of $156,823.00 for grading and paving the Salem-Roberts section of the Independence-Salem Road southwesterly from Salem in Marion County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Corbett
H. G. Smith
R. G. Savage, SIAC
Mr. Henry H. Miller
CVRT Box 166
Roseburg, Oregon

FORM E-20 2SM 9-51 88316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1954

SUBJECT: Salem-Roberts FAS Project
Marion County, FAS 176

To: Mr. W. C. Williams
O F F I C E

Glaisyer

Enclosed are three copies of a finance agreement covering the Salem-Roberts county FAS project in Marion County. Two copies of this agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission.

Please note that the finance agreement has been written with a top limit of $197,000 for cooperative funds. Marion County has a total of $263,000 (State, County, and Federal funds) available for the fiscal years 1954 and 1955 and has elected to use all funds required to complete the Salem-Roberts project, with the balance to be programmed on the Wheatland Junction-Hopmere project.

Also enclosed are six copies of a maintenance agreement covering the Salem-Roberts project. After execution by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

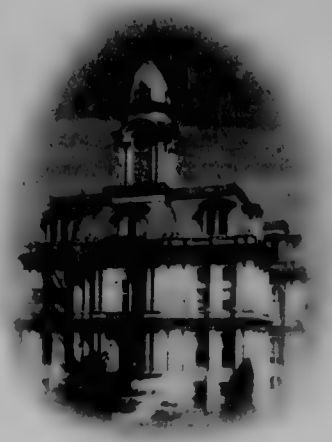
Project approved by Hwy Comm. Jan. 23, 1953.

January 21, 1953

RECEIVED
FOR FILING

MARION COUNTY COURT

COURTHOUSE
SALEM, OREGON



BUILT IN 1873

JUDGE REX HARTLEY
COMMISSIONER ROY J. RICE
COMMISSIONER E. L. ROGERS

Court
Co. Rd.
Dept. Pers.

S-12(2)

March 25, 1954

PHONE 4-4401

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

This letter is to inform you that options on all right-of-way on Oregon Project S-12 (2) - FAS 176, (known as Marion County Market Road No. 19) from the City of Salem southwesterly to Roberts, have been secured with the exception of seven parcels of property, upon which appraisal has been made by a competent independent appraiser.

Each of these property owners have been presented a copy of the appraiser's report, together with a letter from the County Clerk requesting acceptance of this offer within a specified time limit.

Accordingly, the Marion County District Attorney has been advised that if the property owners so notified fail to comply with the conditions requested, condemnation proceedings will be instituted immediately.

Sincerely,

MARION COUNTY COURT

Rex Hartley
County Judge

Roy J. Rice
County Commissioner

E. L. Rogers
County Commissioner

RH:jd
cc: District Attorney

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Const
Fed Aid
Proj & Prop

S-12(2)

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-12(2), Salem-Roberts Section of the Independence-Salem Road. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Please furnish copies of the usual county resolution covering maintenance and encroachment prior to submission of the project agreement estimate.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAR 26 1954
OREGON
STATE HIGHWAY COMMISSION

JFH:MM
Encl.

By: John F. Hagemann
Asst. Engr., County and City Relations

NOTED
Harold C. A[illegible]

NOTED
V. R. JONES

March 17, 1954

Marion County Court
Court House
Salem, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Salem-Roberts FAS project on the Independence-Salem County Road, FAS 176, upon which bids will be accepted April 1st.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. This agreement provides that the county will pay all costs in excess of $197,000 which represents the presently estimated total cost; however, in the event the estimate based on the low bid received exceeds this amount, the county may elect to accept or reject the terms of the agreement. You will be notified immediately after bids have been received on April 1st of the amount of the advance deposit required.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than October 31, 1954.

If satisfactory, please sign, have the County Clerk attest, and return all copies of both agreements and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in this office prior to March 24th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

FORM E-123X 37,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
J. W. CATTRALL

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 5, 1954

Honorable Marion County Court
Salem, Oregon

NOTED
J. F. HAGELMANN

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Gentlemen:

This letter has reference to negotiations between Marion County, the Spokane, Portland and Seattle Railway Company and the Oregon State Highway Department concerning right of way of the Salem-Roberts Federal Aid Secondary Project directly south of the Salem city limits.

Construction requirements on this section can be met by establishment of a right of way line parallel to and 15 feet easterly from the center line of the Spokane, Portland and Seattle tracks between the Salem south city limits and a point approximately 2300 feet south therefrom, and being approximately between Highway Stations 29 and 52, provided that in the instrument of conveyance from Marion County to the Spokane, Portland and Seattle Railroad, a slope easement shall be retained, said slope easement to provide for construction of highway grade slopes within the above-described limits and in an area between the 15-foot right of way line and a line 8 feet easterly and parallel to the Spokane, Portland and Seattle tracks.

Very truly yours,

H. H. Baldock
State Highway Engineer

W. C. Williams
Deputy State Highway Engineer

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

Office of Chief Engineer
1101 N. W. Hoyt Street
Portland 7, Oregon
February 25, 1954

C
O
P
Y

Mr. J. D. Walker
Division Engineer
Oregon State Highway Department
Salem, Oregon

Mr. Hedda Swart
County Engineer
Marion County Courthouse
Salem, Oregon

Gentlemen:

This has reference to our joint meeting with Judge Hartley at Salem, Oregon, on January 27, 1954, concerning right of way in the vicinity of Minto just south of the Salem city limits.

After thoroughly reviewing cross sections from Station 29+00 to Station 52+00, as presented to us by Mr. V. D. Wolfe, Locating Engineer for the Highway Department, and checking same on ground, we have come to the conclusion that Oregon Electric Railway must request that line of demarcation between the two properties be not less than 15 feet from the center line of main line track. As mentioned at the meeting, we need this amount of ground to operate our trains and off track equipment in a safe manner and at the same time protect highway traffic from any mishaps that might occur in our operations.

According to the cross sections presented a 15 ft. demarcation line would rarely hit on your subgrade proper and in most cases would come to the extreme edge and also on the slopes. With this in mind I wish you gentlemen would consider this and advise me as to your decisions so that matter may be progressed through to a rapid conclusion.

As Mr. Garrett, our Right of Way and Tax Agent, mentioned at the meeting, the Oregon Electric Railway will certainly be agreeable to granting a formal easement to the County for the encroachments on this strip caused by slopes.

Very truly yours,

/S/ C. F. Thomas
Chief Engineer

HFM-c

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

March 1, 1954

Marion County Court
Courthouse
Salem, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Gentlemen:

Herewith is a revised option form in quadruplicate for property to be acquired by Marion County from Albert and Stella P. Gillman on the Salem City Limits - Roberts Section of the South River Road. The right-of-way to be acquired has now been reduced in front of Gillman's house.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:sh
Encl.

F-No. 176

FORM E-20 REM 9-51 83316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1954

SUBJECT: File No. 20752
Salem City Limits - Roberts Section
South River Road
County Road #19
0.04 acre

To: Mr. John Cattrall
City - County Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Herewith is a revised option form in quadruplicate for property to be acquired by Marion County from Albert and Stella P. Gillman on the Salem City Limits - Roberts Section of the South River Road. The right of way to be acquired has now been reduced in front of Gillman's house.

Yours truly,

R. L. PORTER, R/W Engineer
By Earl F. Saling
EARL F. SALING
Right of Way Office Mgr.

AE:wo
cc: John Cattrall
cc: R. L. Porter

RECEIVED
MAR 1 1954
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

February 14, 1954

NOTED
V. R JONES

Honorable Rex Hartley
Marion County Judge
Court House
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Judge Hartley:

Enclosed is a revised option form in quadruplicate for right of way to be acquired by Marion County for the Salem-Roberts Section of the South River Road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDC:MM
Encl.

NOTED
Harold C.

NOTED
Harold C. Ayers

Jan. 176

NOTED
J. W. CATTRALL

February 14, 1954

NOTED
V. R JONES

Honorable Rex Hartley
Marion County Judge
Court House
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Judge Hartley:

Enclosed is a revised option form in quadruplicate for right of way to be acquired by Marion County for the Salem-Roberts Section of the South River Road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM
Encl.

NOTED
Harold C.

NOTED
Harold C. Ayers

7a.176

FORM E-20 25M 8-51 47198

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1954

SUBJECT: File No. 20753
Salem City Limits--Roberts Section
County Road #19, South River Road
Marion County

To: Mr. John Cattrall
County and City Relations Engineer
B U I L D I N G

Dear Mr. Cattrall:

Herewith is a revised option form in quadruplicate for right of way to be acquired by Marion County for the Salem City Limits to Roberts Section of the South River Road, County Road #19.

20753 E. B. and Constance Henningsen 0.38 acre

Yours truly,

R. L. PORTER
Right of Way Engineer

By

EARL F. SALING
Right of Way Office Mgr.

AE:wo

cc: John Cattrall
cc: R. L. Porter

RECEIVED
- 1954
ENGINEER

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

Final
Grade & Drain
Hwy 1 Hwy
S-12(2)

February 10, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your January 28, 1954 request for individual project program change in Item 228, Project S-12(2), Federal-aid Secondary Highway Program, Supplement No. 19, was approved by Acting Division Engineer F. E. Andrews, February 3, 1954. This letter will confirm our previous verbal notification in this matter.

The character of proposed work will now read: Grade, drain, 2-lane high type pavement; Total Cost $192,000, Federal Funds $115,200, State Funds $38,400 and County Funds, $38,400; with length 2.88 miles.

Very truly yours,

C. G. POLK
District Engineer

By R. E. McMullen

R. E. McMULLEN
Program & Planning Engineer

RECEIVED
FEB 10 1954
STATE HIGHWAY ENGINEER

Fed. 176

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

FORM E-30 25M 9-51 52218

RECEIVED
DEC 1953

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1953

NOTED
Harold C. Ayers

SUBJECT: Salem City Limits-Roberts Section
South River Road, County Road #19
Marion County

To: Mr. John W. Cattrall
County & City Relations Engineer
S A L E M

J. F. HAGEMANN

NOTED
J. F. HAGEMANN

Dear Mr. Cattrall:

Herewith are the revised option forms in quadruple for right of way to be acquired by Marion County on the Salem City Limits-Roberts Section of the South River Road, County Road #19, together with a description covering an encroachment on Oregon Electric Railroad property.

Attached are two revised prints of 7B-22-3, on which we have stamped our date of December 28, 1953. This project is scheduled for letting in January, 1954.

You have a copy of our letter listing those files which were cancelled by the revised line. File No. 20720, Schindler, was not affected by the revision. The attached options represent the balance of the line.

20715	B. M. Mason	0.04 acre
20716	David E. and Wilma B. Turnidge	0.09 acre
20717	E. M. Larson and Alta Larson	0.10 acre
20718	J. K. Frohmader	0.79 acre
20719	J. J. Johns	0.32 acre
20721	Ernest A. Boock and Dorothy I. Boock	0.04 acre
20723	Henry S. Barnes and Mable Barnes	0.01 acre
20724	Myrtle E. Gilbert	0.08 acre
20727	Harold Broussard and Anne Broussard	0.03 acre
20729	Henry Jaegler, Jr.	0.19 acre
20733	Elizabeth Reeves	0.08 acre
20735	Frank T. Sickenger, et al	0.04 acre
20738	Pioneer Trust Co.	0.31 acre
20741	Willamette Valley Horseman's Association	0.40 acre
20750	J. P. Blankenship	0.08 acre
20751	George H. Osborn and Florence Osborn	0.03 acre
20752	Albert Gillman and Stella P. Gillman	0.04 acre
20753	E. B. and Constance Henningsen	0.38 acre
20754	Oscar A. and Ethel G. Melgaard	0.04 acre
20756	Robert E. and Irene A. Shattuck	0.09 acre
20757	Roy W. and Palma P. Remington	0.02 acre
20758	W. A. and Leona O. Shorey	0.18 acre
20760	Ray H. and Betty Rogers	0.28 acre

(Continued)

Fa. 176

20761	John J. Roberts	Parcel 1	0.01 acre
		Parcel 2	0.01 acre
		Parcel 3	0.01 acre
20762	George and Ruth Bressler		2.48 square feet
20763	Glenn I. and Edith Bidgood		0.06 acre
20764	Roland C. and Queenie C. Long		0.03 acre
20765	Joseph F. and Mary E. Ringwald		0.04 acre
21393	DESCRIPTION ONLY Oregon Electric R.R. Co.		3750 square feet

Yours truly,

Earl F. Saling

EARL F. SALING

AE:wo
cc: John W. Cattrall's office
cc: Harry Benson, with copy of map
cc: R. L. Porter

NOTED
Harold C. Ayers

FORM E-30 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem, Oregon
December 30, 1953

SUBJECT: Salem-Roberts Section
South River Road, County #19
Marion County

To: Mr. H. G. Smith
O F F I C E

Attention: Eddie Pease

Dear Sir:

Will you please cancel the following files on property located on the Salem-Roberts Section of the South River Road, County #19, Marion County. The line has been revised, and the property is no longer needed.

20722	A. C. and Ruth P. Wilcox
20725	Bryon & Ellen M. Goodenough
20728	N. C. and Mildred Manass
20730	Bailey, Warren W.
20731	Edward R. and Atta G. Zahradnik
20732	Virgil W. and Lucille B. Moorhead
20734	Herman B. and Lucetta Claus
20736	Chas. L. and Lottie J. Gentry
20737	Werner B. and Geraldine F. Brown
20739	Walter M. and Jessie M. Cline
20740	Elmer and Julia Minch
20742	Ralph H. and Dorothy H. Kletzing
20743	Bert T. and Betty Ford
20744	Walter and Velma T. Beck
20745	Frank W. and Irene Combs, Virgil R. and Leona A. Gearhart
20746	Unknown
20747	Alva R. and May E. Barton
20748	George H. Croisan
20749	Barney Papenfus
20755	St. Elmo Massengale, Jr. and Bettie H. Massengale
20759	Katherine Gouley
20766	Roberts Grange #829
20773	Graham Sharkey and E. W. Kay

Yours truly,

EARL F. SALING

RK:wo
cc: John Cattrall
cc: R. L. Porter

RECEIVED
1953

NOTED
J. W. CATTRALL

July 21, 1953

Mr. Hedda Swart
Marion County Engineer
Court House
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are option forms in quadruplicate for the balance of the right of way to be acquired by Marion County for the proposed Salem-Roberts project. Also enclosed is a copy of a letter from Earl F. Saling, Right of Way Office Manager, to this office advising of additions to be made to the options forwarded to you on July 16th.

If a satisfactory arrangement with the City of Salem cannot be made in acquiring those parcels listed as within the city of Salem, please advise and we will revise the project so that this property will not be required.

Also included is an additional print of Map #7B-22-3.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

cc: Marion County Court

FORM E-30 25M 9-51 82219

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1953

SUBJECT:
Salem City Limits-Roberts Section
County Road No. 19 (South River Road)
Marion County

To:
John W. Cattrall
County & City Relations Engr.
O f f i c e

Dear Mr. Cattrall:

Herewith are option forms, in quadruplicate, for the balance of the right of way to be acquired by Marion County for the Salem City Limits to Roberts Section of the South River Road, together with duplicate statements of information. The enclosed options have been written with the descriptions based on the Oregon Coordinate System, North Zone. This clause was omitted from those options sent your office last week, and should be added before or when negotiations are made. Mr. Swartz was advised of this last week in a telephone conversation.

Please note that four parcels are to be acquired by the City of Salem and they lie within the city limits. Attached is an additional print of 7B-22-3, in case the city should need a copy.

File No.	Name	Parcel	Area
20715	B. M. Mason (within city of Salem)	-	0.24 acre
20716	David E. Turnidge (within city of Salem)	-	0.131 acre
20717	E. M. Larson	-	0.18 acre
20718	J. K. Frohmader	-	1.63 acres
20719	J. J. Johns	-	0.65 acre
20720	Theodore Schindler	-	0.1 acre
20721	Ernest A. Boock	-	0.23 acre
20722	A. C. Wilcox	-	565 sq. ft.
20723	Henry S. Barnes	-	0.2 acre
20737	Werner B. Brown (within County and City of Salem)		0.27 acre
20738	Pioneer Trust Co.	-	0.86 acre
20739	Walter M. Cline (within City of Salem)	-	0.16 acre
20740	Elmer Minch	-	0.33 acre
20741	Willamette Valley Horsemen's Association	-	1.28 acres
20742	Ralph H. Kletzing	-	0.13 acre
20743	Bert T. Ford	-	0.08 acre
20744	Walter Beck	-	0.08 acre
20745	Virgil R. Gearhart and Frank W. Combs	-	0.16 acre
20746	(Unknown)	-	400 sq. ft.
20747	Alva R. Barton	-	0.05 acre
20748	George H. Croisan	-	0.07 acre

20749	Barney Papenfus	-	0.07 acre
20750	J. P. Blankenship	-	0.24 acre
20751	George H. Osborn	-	0.26 acre
20752	Albert Gillman	-	0.14 acre
20753	E. B. Henningsen	-	0.66 acre
20754	Oscar A. Melgaard	-	0.17 acre
20755	St. Elmo Massengale Jr.	-	0.31 acre
20756	Robert E. Shattuck	-	0.25 acre
20757	Roy W. Remington	-	0.13 acre
20758	W. A. Shorey	-	0.58 acre
20759	Katherine Gouley	-	0.22 acre
20760	Ray H. Rogers	-	0.37 acre
20761	John Roberts and Company	1	1.8 acres
		2	0.21 acre
20762	George A. Bressler	-	0.33 acre
20763	Glenn I. Bidgood	-	0.25 acre
20764	Roland C. Long	-	0.07 acre
20765	Joseph F. Ringwald	-	0.06 acre
20766	Roberts Grange No. 829	-	800 sq. ft.
20773	E. W. Kay and Graham Sharkey	-	0.02 acre

Very truly yours,

Earl F. Saling
Right of Way Office Manager

AE:ia

Encls.

cc——H. G. Benson

cc——John W. Cattrall, in dup.

cc——R. L. Porter

NOTED
J. W. CATTRALL

July 16, 1953

Mr. Hedda S. Svart
Marion County Engineer
Court House
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

As per your telephone request of July 15, enclosed are four copies each of twelve option forms covering a portion of the right of way required in connection with the proposed Salem-Roberts FAS project. Also enclosed are two copies of a right of way map showing the location of the property involved.

Option forms for the balance of the right of way will be forwarded as they become available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.
cc: Marion County Court

FORM E-30 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1953

SUBJECT:
Salem City Limits-Roberts Section
South River Road
Marion County

To:
John W. Cattrall
County & City Relations Engr.
O f f i c e

Dear Mr. Cattrall:

Herewith are twelve option forms, in quadruplicate, for right of way to be acquired by Marion County for the Salem City Limits to Roberts Section of County Road No. 19, South River Road.

This project is scheduled for letting in August or September, 1953. Attached are two prints of 7B-22-3, on which we have stamped our date of July 13, 1953. We will send the balance of the options for this project as they are completed.

File No.	Name	Area
20724	Myrtle E. Gilbert	0.28 acre
20725	Bryon Goodenough	0.07 acre
20727	Harold Broussard	0.06 acre
20728	N. C. Manpss	0.14 acre
20729	Henry Jaegler Jr.	0.28 acre
20730	Warren W. Bailey	0.07 acre
20731	Edward R. Zahradnik	0.11 acre
20732	Virgil W. Moorhead	0.1 acre
20733	Elizabeth Reeves	0.31 acre
20734	Herman B. Claus	0.04 acre
20735	Frank T. Sickenger (Roy I. Aman)	0.16 acre
20736	Charles L. Gentry	0.17 acre

Very truly yours,

Earl F. Saling
Right of Way Office Manager

RECEIVED
JUL 16 1953
ENGINEER
COUNTY & CITY RELATIONS

AE:ia

Encls. in quad.

cc - J. W. Cattrall (in dup.)
- H. G. Benson
- R. L. Porter

file

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
J. W. NASH

MEMO: To J. W. Nash

DATE: June 19, 1953

MARION COUNTY: Salem-Roberts Section, 2.90 Miles, FAS Route No. 176
($131,000)

The existing road is an old asphaltic concrete pavement 16' wide with shoulders varying from 2 to 6 feet in width. The alinement and pavement width are entirely unsatisfactory for the type and volume of traffic served, and sections of the grade are subject to flooding during high water.

The proposed improvement is to grade and place base material with a crushed rock levelling course on an improved grade and alinement generally following the existing road. Wherever possible, the existing pavement will be utilized. Placing of asphaltic concrete pavement 22' in width with 4' shoulders on a 0.38 mile section at the north end and 8' shoulders on the balance is to be accomplished with 1955 FAS funds. The road is pinched between a rock bluff and the railroad tracks on the 0.38 mile northerly section and the shoulder width was of necessity reduced to 4' at this point.

This highway serves a large, diversified farming area in the vicinity of Roberts, as an interurban route between Independence and Salem, and also serves numerous small residential farms and suburban residences between Salem and Roberts.

John F. Hagemann
Asst. Engr., County-City Relations

JFH:MM

January 30, 1953

Marion County Court

Salem, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 and 1955 Federal Aid Secondary funds the projects in Marion County as set forth in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

While the total funds available to Marion County are as shown, the allocation to individual projects is tentative and may be adjusted after more detailed field information is available. Improvement of the S. River Road from Salem to Roberts will be given priority over improvement of the N. River Road. Details will be worked out as the preliminary engineering progresses.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
J. W. CATTRALL

Fm 116 (1954
Fm 159
176) - 1955

MARION COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $131,000
1955 - $131,000

PROPOSED PROJECTS:

1954 - FAS 176 (the South River Road) from the Salem city limits to Roberts, a distance of approximately 3 miles. Grade and place base material.

1955 - FAS 159 (the North River Road) from the end of the 20' pavement near Wheatland Junction north as far as available funds ($70,000) will permit. This is estimated to be approximately 2 miles. Widen existing 16' wide bituminous pavement to 20' and resurface with asphaltic concrete.

FAS 176 (the South River Road) from the Salem city limits to Roberts, a distance of approximately 3 miles. Place 3"X22' asphaltic concrete and 8' crushed rock shoulders on each side.

REMARKS: Marion County has requested that the South River Road, FAS 176, be improved from Salem to Roberts, using available 1954 and 1955 funds as needed. Any remaining funds should then be applied towards improving the North River Road from the end of the existing 20' pavement north as far as these funds will go. The Salem-Roberts project has been programmed in two projects, using 1954 funds for the grading and base material and 1955 funds for the paving. The 1954 project should not be contracted until after July 1, 1953, at which time the county share of the total cost will be available. By federal law no FAS funds may be expended within the corporate limits of cities of more than 5000 population. For this reason this project must be terminated at the Salem city limits.

Sheet 1 of 1

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Marion County Logged by John F. Hagemann Car No. 49-65

Road or Street FAS 176 Recorder J.F.H.

Date 6/26/51 Weather clear & sunny Project

M. P.	Length	Width	Type	Condition	Remarks
0.00					Jct. Liberty Street, Salem
	0.28	Est. 30' city street section with curbs			
0.28					
	0.13	18' to 20' asph. conc.--new			
0.41					
0.83	0.79	Rdbd Surf.	20'-22' Old A.C.	16' wide Pv/-- Con-	Salem City Limits Sign
		dition poor. Crowded in between bank on left and R.R. tracks on right.			
1.20	2.56	Rdbd	20'-28'		
3.76		Old A.C. Pv. 16' wide. Condition poor to fair.			Begin old FAS proj. at Roberts
3.85		Oil Mat. See FAS Proj. plans.			R.R. Xing - grade
7.23	4.78	Condition generally good to fair. Few small sections			Bad R.R. U'Xing (Old P.T.)
8.54		poor.			
8.59	1.64	Gravel from ditch line to ditch line. No ditch.			Bad R.R. U'Xing (New-Conc.)
9.66		Av. 26' wide			Tmbr. Br.--Est. 50'--Plank deck, condition poor
10.18					E. End Indep. Br.
10.60	Bridge				W. End " "
10.62	Oil mat, good cond., 18'-20' wide				Jct. FAS 193 - Polk Co.

NOTES: Alinement generally satisfactory for present traffic if widened from Salem to Roberts. From Roberts to Bridge, alinement poor but will handle present traffic; however, if traffic increased, alinement no good due to R.R. U'Xings and doubtful if existing oil mat would stand up to continuous heavy traffic.

AF1-3Pt4(7) ? Chromosome on Mill.Am. 2+c 1/3A
A.-A Typic Mesh of the Cert.-
Cal. Exp.

RECEIVED
DEC 6 - 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
November 23, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4161	15 Post F	Birkmeier & Sawmal - Assigned to Dan Birkmeier

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23485	B136845	$ 817.93	Nov. 23, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 4-30-55

Time Extensions: to 7-31-55

Completion Date: 7-29-55

Date Accepted: 8-11-55

Penalties: none

Claims: none

Remarks:

Date: 11-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Gurney
~~H. B. Glaisyer~~
asst Secretary

Warrant Mailed: DEC 1955

MAILED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

(date)

September 23, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4161	11-Final	Birkemeier & Sarenac Assigns Dan Birkemeier	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13987	B-132357	$ 6,912.66	9/23/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings

ACCOUNTING DIVISION

Specified completion Date: April 30, 1955

Time Extensions: to July 31, 1955 without penalty

Completion Date: July 29, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-26-55

To the Accounting Division:

Release of the above warrant is hereby authorized

Ford Thing

~~H. B. Glaisyer~~

Secretary

Warrant Mailed: SEP 27 1955

Ruth Rawlings

POSTED ON CARD

RECEIVED
SEP 14 1955
FOR FILING
FORM E-90X 27½ 2-54 73730

4161

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1955

SUBJECT:

To: P. M. Stephenson
Bridge Engineer
B u i l d i n g

NOTED
W. C. WILLIAMS

I am attaching herewith notices of exceptions by Birkemeier Construction Company to certain items of payment contained in the Engineers' estimate vouchers.

These exceptions are in connection with the semi-final and final estimates on Contract 4161, for structures on the Portland-Salem Expressway.

C. H. Maison
Auditor

CHM:cg

Attachment

cc: W. C. Williams ✓
G. S. Paxson
C. F. Smith

RECEIVED
SEP 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

c o p y

BIRKEMEIER CONSTRUCTION CO.
General Contracting

14511 S.E. River Road
Phone Evergreen 1-8476
Milwaukie 22, Oregon

September 12, 1955

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have signed the enclosed estimate but are protesting certain items of payment contained therein. There, until those items are adjusted to our satisfaction this estimate is not considered final or conclusive.

Very truly yours,
Birkemeier Construction Co.

/s/

Dan Birkemeier, Partner

DB/ed

RECEIVED
SEP 1 - 1955
FOR FILING

4161

September 1, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4161 covering eight structures on the Willamette River-Gervais Unit of the Portland-Salem Expressway in Clackamas and Marion Counties was completed by the contractor, Birkemeier Construction Co., on July 29 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $6,912.66 will be released to the contractor, assigned to Dan Birkemeier, on or after September 12, 1955. The total contract amount is $204,501.27 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 30 1955
FOR FILING

August 29, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Birkemeier Construction Co. on contract No. 4161, for constructing eight structures on the Willamette River-Gervais Unit of the Portland-Salem Expressway in Clackamas and Marion Counties.

This payment, in the amount of $14,469.51, will be released to the contractor on or after September 8, 1955. The retained percentage is $6,110.99.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 2[illegible]55
FOR FILING
ORI-32417
4116

FORM E-123 600M REVISED 8-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 22, 1955

Kirkemeier Construction Co.
11431 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 11 had under discussion your request for an extension of time from April 30 to July 31, 1955 within which to complete your contract No. 4161, for constructing eight structures on the Willamette River-Gervais Unit of the Portland-Salem Expressway in Clackamas and Marion Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. F. Falker,
Division Engineer

L. L. Jensen,
Resident Engineer

F. M. Stephenson,
Bridge Engineer

RECEIVED
AUG 5 - 1955
FOR FILING

EFI-324(7)
4161

August 5, 1955

Mr. C. H. Maison
Chief Auditor
Office

Dear Mr. Maison:

The State Highway Commission at its meeting on June 30 approved the assignment of Contracts numbers 4102 and 4161 from Birkemeier and Saremal, a partnership, to Dan Birkemeier, an individual, pursuant to a request from Mrs. Saremal, executrix of the estate of William Saremal, deceased, who was one of the partners.

I attach for your information two photo copies of the Assignment together with a statement from the United Pacific Insurance Company, surety on the bond furnished in connection with both jobs, consenting to the assignment of these Contracts. I also attach two copies of the Court Order authorizing Mrs. Saremal to assign her husband's interest in both of these jobs.

It is my understanding that contract No. 4102 has been completed and that final payment in connection with the same has been made, but Contract 4161 has not yet been completed. In preparing future vouchers in connection with Contract 4161, please consider the Assignment and have the warrants made out in favor of Birkemeier and Saremal, assigned to Dan Birkemeier. The warrants can be mailed directly to Mr. Birkemeier.

The original of the Assignment, the surety's consent thereto, and the Court Order, are filed with Contract No. 4161 in my office; photo copies of each are being filed in Contract No. 4102.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ig
Enclosures
cc: Robert L. May, Jr.
Floyd Query

NOTED ON CARD

Mr. Query: I attach the original and a photo copy of each of the papers mentioned in the above letter. Please have Mrs. Lewis record them on the cards for both contracts 4102 and 4161. The original should be filed in Contract 4161 and the photo copies in Contract No. 4102.

HBG

RECEIVED
AUG 4 - 1955
FOR FILING

August 2, 1955

Oregon State Highway Commission

Request for extension of time
No. 32
August 11 and 12 meetings

Gentlemen:

Re: Light Structures on
Willamette River-Corvallis Unit
Contract No. 4101

Hutchison & Hansen, contractor on the light structures on the Willamette River-Corvallis Unit of the Portland-Salem Expressway in Clackamas and Marion Counties, has requested an extension of time from April 30, 1955, to July 31, 1955, in which to complete the contract.

All work on this contract with the exception of building the two structures over the Pollock County Road was completed during the winter. The grading contractor was unable to complete the grading at the Pollock Road site until late in April. After that time, the bridge contractor resumed work and completed all work on July 29, 1955.

As the contractor was not responsible for the delay, it is recommended that this extension of time be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHB/dp

Attached

FORM E-123 BOM REVISED 3-55

RECEIVED
AUG 8 - 1955
FOR FILING
REF 324 (1)
COPY
4161 0
P
Y

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 7, 1955

Mr. Francis I. Smith
Attorney at Law
Yeon Building
Portland 4, Oregon

Re: Assignment of Contracts
4161 and 4102

Dear Mr. Smith:

This is to advise that at its meeting of June 30 and July 1, 1955, the State Highway Commission formally approved of the reassignment of the above contracts to Mr. Dan Birkemeier, surviving partner of the partnership of Birkemeier and Saremal.

Very truly yours,

C. W. Enfield
Chief Counsel

By
Robert L. May, Jr.
Assistant Counsel

RLM/mlk
cc:Mr. H. B. Glaisyer

FORM E-123 60M REVISED 2-54

RECEIVED
AUG 8 - 1955
FOR FILING

COPY
4161 0
P
Y

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 7, 1955

Mr. Francis I. Smith
Attorney at Law
Yeon Building
Portland 4, Oregon

Re: Assignment of Contracts
4161 and 4102

Dear Mr. Smith:

This is to advise that at its meeting of June 30 and July 1, 1955, the State Highway Commission formally approved of the reassignment of the above contracts to Mr. Dan Birkemeier, surviving partner of the partnership of Birkemeier and Saremal.

Very truly yours,

C. W. Enfield
Chief Counsel

By
Robert L. May, Jr.
Assistant Counsel

RLM/mlk
cc:Mr. H. B. Glaisyer

FORM E-123X 37,500 4-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

C O P Y

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Salem, Oregon
June 21, 1955

SUBJECT: Assignment of Contracts
4161 and 4102

Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Mr. Williams:

The above contracts involve construction of the 60th Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County and construction of eight structures on the Willamette River-Gervais Unit of the Portland-Salem Expressway, Clackamas and Marion Counties. The contracts were awarded to the partnership of Birkemeier and Saremal. Later Mr. Saremal died, and it was the desire of Mr. Dan Birkemeier, the surviving partner, as well as Mrs. Harriet M. Saremal, the executrix of the deceased partner's estate, that the contrets be assigned to Mr. Birkemeier.

As you know, State Highway Department contracts cannot be assigned without the written consent ofthe State Highway Commission. Considerable time has elapsed since this problem first arose, since it was necessary for us to obtain copies of the consent to the assignment by the ureties and copies of the court order approving the assignment. These documents have now been obtained, and the file is in proper form to be taken to the Commission for its consent to the assignment. I am advised that the contract concerning the construction of the 60th Avenue Overcrossing has been completed and accepted by the Highway Commission, but that the other contract has not yet been completed. Under the circumstances, I believe it is best that the matter be taken to the Commission as a part of the State Highway Engineer's agenda. If you need any further information, please let me know.

Very truly yours,

C. W. Enfield
Chief Counsel

By
Robert L. May, Jr.
Assistant Counsel

RLM/mlk

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Bond Issue Project No. BFI-324(7)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of September, 1953, a program, which was approved on the 12th day of October, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 26th day of April, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred twenty-seven thousand and 00/100 dollars ($327,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

Authorized by Chapter (act of legislature by which authorized)	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities (Include date and citation of)
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 622+72 in the SE 1/4, Section 26, T. 3 S., R. 1 W., W.M., and survey station 1246+26.54 in the SE 1/4, Section 14, T. 5 S., R.2 W., W.M., except stations 624+66 - 706+16.61, 707+36.61 - 811+98.52, 813+08.52 - 931+66.89, and 932+76.89 - 1246+26.54,

, length 0.101 miles, in Clackamas and Marion Counties,

being Oregon Federal Aid / Bond Issue project No. BFI-324(7), consisting of 0.000 miles of roadway and nine bridges/each of more than 20 feet clear span, including structures in the exceptions, net mileage. 0.101 / ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ..... three hundred twenty-seven thousand and 00/100 ..... dollars ($ 327,000.00), which does not exceed the authorized Federal pro rata share of ..... five hundred twenty-eight thousand, four hundred ninety and 05/100 ..... dollars ($ 528,490.05), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds sanctioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
W. B. Seavey
SECRETARY

By _____
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
_____
STATE HIGHWAY ENGINEER

By Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By M. M. Dunn
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A4.52

Oregon State Highway Department

Federal Aid Project
No. BFI-324 (7)

WILLAMETTE RIVER-GERVAIS SECTION (STRUCTURES)

ON THE PORTLAND-SALEM EXPRESSWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; April 26, 1954

Type Code X221
Hubbard Interchange (L.N. Sta. 622+72 to Sta. 624+66)

120	cu. yds.	Structural Excavation, Unclassified	$ 7.00	$ 840.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
2,085	lin. ft.	Furnish Treated Timber Piling	1.50	3,127.50
60	only	Drive Timber Piles	50.00	3,000.00
421	cu. yds.	Class "A" Concrete	62.50	26,312.50
114,600	lbs.	Metal Reinforcement	0.11	12,606.00
44	lin. ft.	8-inch Metal Drain Pipe	4.00	176.00
				$ 46,162.00

Type Code X221
Butteville Road Overcrossing (L.N. Sta. 706+16.61 to Sta. 707+36.61)

306	cu. yds.	Structural Excavation	$ 7.00	$ 2,142.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,460	lin. ft.	Furnish Treated Timber Piling	1.50	5,190.00
88	only	Drive Timber Piles	50.00	4,400.00
466	cu. yds.	Class "A" Concrete	62.50	29,125.00
117,200	lbs.	Metal Reinforcement	0.11	12,892.00
				$ 53,849.00

Type Code X221
Fargo Road Overcrossing (L.N. Sta. 811+98.52 to Sta. 813+08.52)

179	cu. yds.	Structural Excavation	$ 7.00	$ 1,253.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,492	lin. ft.	Furnish Treated Timber Piling	1.50	5,238.00
84	only	Drive Timber Piles	50.00	4,200.00
445	cu. yds.	Class "A" Concrete	62.50	27,812.50
96,100	lbs.	Metal Reinforcement	0.11	10,571.00
220	lin. ft.	8-inch Metal Drain Pipe	4.00	880.00
				$ 50,054.50

Type Code X721
Donald Road Undercrossing (L.N. Sta. 881+69.02)

136	cu. yds.	Structural Excavation	$ 7.00	$ 952.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,398	lin. ft.	Furnish Treated Timber Piling	1.50	5,097.00
80	only	Drive Timber Piles	50.00	4,000.00
431	cu. yds.	Class "A" Concrete	62.50	26,937.50
101,500	lbs.	Metal Reinforcement	0.11	11,165.00
86	lin. ft.	8-inch Metal Drain Pipe	4.00	344.00
				$ 48,595.50

Type Code X221
Fellers Road Overcrossing (L.N. Sta. 931+66.89 to Sta. 932+76.89)

219	cu. yds.	Structural Excavation	$ 7.00	$ 1,533.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,065	lin. ft.	Furnish Treated Timber Piling	1.50	4,597.50
84	only	Drive Timber Piles	50.00	4,200.00
437	cu. yds.	Class "A" Concrete	62.50	27,312.50
95,600	lbs.	Metal Reinforcement	0.11	10,516.00
				$ 48,259.00

Subtotal	$246,920.00
10% Engr. & Cont.	24,692.00
Total	$271,612.00

Length of 5 Structures 0.101 Mile

	$168,000.00
Federal Funds- - - -

Oregon State Highway Department

Federal Aid Project
No. BFI-324 (7)

WILLAMETTE RIVER-GERVAIS SECTION (STRUCTURES)

ON THE PORTLAND-SALEM EXPRESSWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 7, 1954

Type Code X221
Hubbard Interchange (L.N. Sta. 622+72 to Sta. 624+66) (Contract No. 4161)

120	cu. yds.	Structural Excavation, Unclassified	$ 5.00	$ 600.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
2,085	lin. ft.	Furnish Treated Timber Piling	1.00	2,085.00
60	only	Drive Treated Timber Piles	40.00	2,400.00
421	cu. yds.	Class "A" Concrete	58.00	24,418.00
114,600	lbs.	Metal Reinforcement	0.10	11,460.00
44	lin. ft.	8-inch Metal Drain Pipe	4.00	176.00
				$ 41,239.00

Type Code X221
Butteville Road Overcrossing (L.N. Sta. 706+16.61 to Sta. 707+36.61)
(Contract No. 4161)

306	cu. yds.	Structural Excavation	$ 5.00	$ 1,530.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,460	lin. ft.	Furnish Treated Timber Piling	1.00	3,460.00
88	only	Drive Timber Piles	40.00	3,520.00
466	cu. yds.	Class "A" Concrete	58.00	27,028.00
117,200	lbs.	Metal Reinforcement	0.10	11,720.00
				$ 47,358.00

Type Code X221
Fargo Road Overcrossing (L.N. Sta. 811+98.52 to Sta. 813+08.52)
(Contract No. 4161)

179	cu. yds.	Structural Excavation	$ 5.00	$ 895.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,492	lin. ft.	Furnish Treated Timber Piling	1.00	3,492.00
84	only	Drive Timber Piles	40.00	3,360.00
445	cu. yds.	Class "A" Concrete	58.00	25,810.00
96,100	lbs.	Metal Reinforcement	0.10	9,610.00
220	lin. ft.	8-inch Metal Drain Pipe	4.00	880.00
				$ 44,147.00

Type Code X721
Donald Road Undercrossing (L.N. Sta. 881+69.02) (Contract No. 4161)

136	cu. yds.	Structural Excavation	$ 5.00	$ 680.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,398	lin. ft.	Furnish Treated Timber Piling	1.00	3,398.00
80	only	Drive Timber Piles	40.00	3,200.00
431	cu. yds.	Class "A" Concrete	58.00	24,998.00
101,500	lbs.	Metal Reinforcement	0.10	10,150.00
86	lin. ft.	8-inch Metal Drain Pipe	4.00	344.00
				$ 42,870.00

Type Code X221
Fellers Road Overcrossing (L.N. Sta. 931+66.89 to Sta. 932+76.89)
(Contract No. 4161)

219	cu. yds.	Structural Excavation	$ 5.00	$ 1,095.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,065	lin. ft.	Furnish Treated Timber Piling	1.00	3,065.00
84	only	Drive Timber Piles	40.00	3,360.00
437	cu. yds.	Class "A" Concrete	58.00	25,346.00
95,600	lbs.	Metal Reinforcement	0.10	9,560.00
				$ 42,526.00

Type Code X721
Broadacres Road Undercrossing (Sta. 1022+06.62)

282	cu. yds.	Structural Excavation	$ 5.00	$ 1,410.00
25	cu. yds.	Excavation Below Elevation Shown	10.00	250.00
4,000	lin. ft.	Furnish Treated Timber Piling	1.00	4,000.00
108	only	Drive Timber Piles	45.00	4,860.00
523	cu. yds.	Class "A" Concrete	60.00	31,380.00
136,000	lbs.	Metal Reinforcement	0.11	14,960.00
140	lin. ft.	8-inch Metal Drain Pipe	4.00	560.00
				$ 57,420.00

Type Code X721
Crosby Road Undercrossing (Sta. 1099+64.88)

278	cu. yds.	Structural Excavation	$ 5.00	$ 1,390.00
25	cu. yds.	Excavation Below Elevation Shown	10.00	250.00
4,000	lin. ft.	Furnish Treated Timber Piling	1.00	4,000.00
108	only	Drive Timber Piles	45.00	4,860.00
497	cu. yds.	Class "A" Concrete	60.00	29,820.00
125,000	lbs.	Metal Reinforcement	0.11	13,750.00
120	lin. ft.	8-inch Metal Drain Pipe	4.00	480.00
				$ 54,550.00

	Subtotal	$330,110.00
	10% Engr. & Cont.	33,011.00
	Total	$363,121.00
Length of 7 Structures	0.101 Mile	

Federal Funds	$225,000.00
State Funds	138,131.00
	$363,121.00

Oregon State Highway Department

Federal Aid Project
No. BFI-324 (7)

WILLAMETTE RIVER-GERVAIS SECTION (STRUCTURES)

ON THE PORTLAND-SALEM EXPRESSWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; July 23, 1954

Type Code X221
Hubbard Interchange (L.N. Sta. 622+72 to Sta. 624+66) (Contract 4161)

120	cu. yds.	Structural Excavation, Unclassified	$ 5.00	$ 600.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
2085	lin. ft.	Furnish Treated Timber Piling	1.00	2,085.00
60	only	Drive Timber Piles	40.00	2,400.00
421	cu. yds.	Class "A" Concrete	58.00	24,418.00
114,600	lbs.	Metal Reinforcement	0.10	11,460.00
44	lin. ft.	8-inch Metal Drain Pipe	4.00	176.00
				$41,239.00

Type Code X221
Butteville Road Overcrossing (L.N. Sta 706+16.61 to Sta. 707+36.61)
(Contract No. 4161)

306	cu. yds.	Structural Excavation	$ 5.00	$ 1,530.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3460	lin. ft.	Furnish Treated Timber Piling	1.00	3,460.00
88	only	Drive Timber Piles	40.00	3,520.00
466	cu. yds.	Class "A" Concrete	58.00	27,028.00
117,200	lbs.	Metal Reinforcement	0.10	11,720.00
				$47,358.00

Type Code X221
Fargo Road Overcrossing (L.N. Sta. 811+98.52 to Sta. 813+08.52)
(Contract No. 4161)

179	cu. yds.	Structural Excavation	$ 5.00	$ 895.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3492	lin. ft.	Furnish Treated Timber Piling	1.00	3,492.00
84	only	Drive Timber Piles	40.00	3,360.00
445	cu. yds.	Class "A" Concrete	58.00	25,810.00
96,100	lbs.	Metal Reinforcement	0.10	9,610.00
220	lin. ft.	8-inch Metal Drain Pipe	4.00	880.00
				$44,147.00

Type Code X721
Donald Road Undercrossing (L.N. Sta 881+6902) (Contract No. 4161)

136	cu. yds.	Structural Excavation	$ 5.00	$ 680.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3398	lin. ft.	Furnish Treated Timber Piling	1.00	3,398.00
80	only	Drive Timber Piles	40.00	3,200.00
431	cu. yds.	Class "A" Concrete	58.00	24,998.00
101,500	lbs.	Metal Reinforcement	0.10	10,150.00
86	lin. ft.	8-inch Metal Drain Pipe	4.00	344.00
				$42,870.00

Type Code X221
Fellers Road Overcrossing (L.N. Sta. 931+66.89 to Sta. 932+76.89)
(Contract No. 4161)

219	cu. yds.	Structural Excavation	$ 5.00	$ 1,095.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3065	lin. ft.	Furnish Treated Timber Piling	1.00	3,065.00
84	only	Drive Timber Piles	40.00	3,360.00
437	cu. yds.	Class "A" Concrete	58.00	25,346.00
95,600	lbs.	Metal Reinforcement	0.10	9,560.00
				$42,526.00

Type Code X721
Broadacres Road Undercrossing (Sta. 1022+06.62)(Contract No. 4218)

282	cu. yds.	Structural Excavation	$ 3.00	$ 846.00
25	cu. yds.	Excavation Below Elevation Shown	5.00	125.00
4,000	lin. ft.	Furnish Treated Timber Piling	1.00	4,000.00
108	only	Drive Timber Piles	33.00	3,564.00
523	cu. yds.	Class "A" Concrete	57.00	29,811.00
136,000	lbs.	Metal Reinforcement	0.1075	14,620.00
140	lin. ft.	8-inch Metal Drain Pipe	3.00	420.00
				$53,386.00

Type Code X721
Crosby Road Undercrossing (Sta. 1099.+64.88) (Contract No. 4218)

278	cu. yds.	Structural Excavation	$ 3.00	$ 834.00
25	cu. yds.	Excavation Below Elevation Shown	5.00	125.00
4,000	lin. ft.	Furnish Treated Timber Piling	1.00	4,000.00
108	only	Drive Timber Piles	33.00	3,564.00
497	cu. yds.	Class "A" Concrete	57.00	28,329.00
125,000	lbs.	Metal Reinforcement	0.1075	13,437.50
120	lin. ft.	8-inch Metal Drain Pipe	3.00	360.00
				$50.649.50

Type Code X721
Woodburn Interchange Undercrossing (Sta. 1171+65.93)

350	cu. yds.	Structural Excavation	$ 5.00	$ 1,750.00
30	cu. yds.	Excavation Below Elevation Shown	10.00	300.00
4,600	lin. ft.	Furnish Treated Timber Piling	1.00	4,600.00
108	only	Drive Timber Piles	45.00	4,860.00
560	cu. yds.	Class "A" Concrete	60.00	33,600.00
130,000	lbs.	Metal Reinforcement	0.11	14,300.00
140	lin. ft.	8-inch Metal Drain Pipe	4.00	560.00
				$59,970.00

	Subtotal	$382,145.50
	10% Engr. & Cont.	38,214.55
	Total	$420,360.05
Length of 8 Structures	0.101 Mile	

Federal Funds- -	$260,000.00
State Funds- -	160,360.05
	$420,360.05

Oregon State Highway Department

Federal Aid Project
No. BFI-324 (7)

WILLAMETTE RIVER-GERVAIS SECTION (STRUCTURES)

ON THE PORTLAND-SALEM EXPRESSWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project Agreement.)

Salem, Oregon September 8, 1954

Type Code X221
Hubbard Interchange (L.N. Sta. 622+72 to Sta 624+66) (Contract 4161)

120	cu. yds.	Structural Excavation, Unclassified	$ 5.00	$ 600.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
2,085	lin. ft.	Furnish Treated Timber Piling	1.00	2,085.00
60	only	Drive Timber Piles	40.00	2,400.00
421	cu. yds.	Class "A" Concrete	58.00	24,418.00
114,600	lbs.	Metal Reinforcement	0.10	11,460.00
44	lin. ft.	8-inch Metal Drain Pipe	4.00	176.00
				$41,239.00

Type Code X221
Butteville Road Overcrossing (L.N. Sta. 706+16.61 to Sta. 707+36.61)
(Contract No. 4161)

306	cu. yds.	Structural Excavation	$ 5.00	$ 1,530.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,460	lin. ft.	Furnish Treated Timber Piling	1.00	3,460.00
88	only	Drive Timber Piles	40.00	3,520.00
466	cu. yds.	Class "A" Concrete	58.00	27,028.00
117,200	lbs.	Metal Reinforcement	0.10	11,720.00
				$47,358.00

Type Code X221
Fargo Road Overcrossing (L.N. Sta 811+98.52 to Sta. 813+08.52)
(Contract No. 4161)

179	cu. yds.	Structural Excavation	$ 5.00	$ 895.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,492	lin. ft.	Furnish Treated Timber Piling	1.00	3,492.00
84	only	Drive Timber Piles	40.00	3,360.00
445	cu. yds.	Class "A" Concrete	58.00	25,810.00
96,100	lbs.	Metal Reinforcement	0.10	9,610.00
220	lin. ft.	8-inch Metal Drain Pipe	4.00	880.00
				$44,147.00

Type Code X721
Donald Road Undercrossing (L.N. Sta. 881+69.02) (Contract No. 4161)

136	cu. yds.	Structural Excavation	$ 5.00	$ 680.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,398	lin. ft.	Furnish Treated Timber Piling	1.00	3,398.00
80	only	Drive Timber Piles	40.00	3,200.00
431	cu. yds.	Class "A" Concrete	58.00	24,998.00
101,500	lbs.	Metal Reinforcement	0.10	10,150.00
86	lin. ft.	8-inch Metal Drain Pipe	4.00	344.00
				$42,870.00

Type Code X221
Fellers Road Overcrossing (L.N. Sta. 931+66.89 to Sta. 932+76.89)
Contract No. 4161)

219	cu. yds.	Structural Excavation	$ 5.00	$ 1,095.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,065	lin. ft.	Furnish Treated Timber Piling	1.00	3,065.00
84	only	Drive Timber Piles	40.00	3,360.00
437	cu. yds.	Class "A" Concrete	58.00	25,346.00
95,600	lbs.	Metal Reinforcement	0.10	9,560.00
				$42,526.00

Type Code X721
Broadacres Road Undercrossing (Sta. 1022+06.62) (Contract No. 4218)

282	cu. yds.	Structural Excavation	$ 3.00	$ 846.00
25	cu. yds.	Excavation Below Elevation Shown	5.00	125.00
4,000	lin. ft.	Furnish Treated Timber Piling	1.00	4,000.00
108	only	Drive Timber Piles	33.00	3,564.00
523	cu. yds.	Class "A" Concrete	57.00	29,811.00
136,000	lbs.	Metal Reinforcement	0.1075	14,620.00
140	lin. ft.	8-inch Metal Drain Pipe	3.00	420.00
				$53,386.00

Type Code X721
Crosby Road Undercrossing (Sta. 1099+64.88) (Contract No. 4218)

278	cu. yds.	Structural Excavation	$ 3.00	$ 834.00
25	cu. yds.	Excavation Below Elevation Shown	5.00	125.00
4,000	lin. ft.	Furnish Treated Timber Piling	1.00	4,000.00
108	only	Drive Timber Piles	33.00	3,564.00
497	cu. yds.	Class "A" Concrete	57.00	28,329.00
125,000	lbs.	Metal Reinforcement	0.1075	13,437.50
120	lin. ft.	8-inch Metal Drain Pipe	3.00	360.00
				$50,649.50

Type Code X721
Woodburn Interchange Undercrossing (Sta. 1171+65.93) (Contract No. 4268)

350	cu. yds.	Structural Excavation	$ 3.00	$ 1,050.00
30	cu. yds.	Excavation Below Elevation Shown	1.00	30.00
4,600	lin. ft.	Furnish Treated Timber Piling	1.00	4,600.00
108	only	Drive Timber Piles	32.50	3,510.00
560	cu. yds.	Class "A" Concrete	57.00	31,920.00
130,000	lbs.	Metal Reinforcement	0.11	14,300.00
140	lin. ft.	8-inch Metal Drain Pipe	3.00	420.00
				$55,830.00

Type Code X741
Gervais Road Undercrossing (Sta. 1246+26.54)

400	cu. yds.	Structural Excavation	$ 5.00	$ 2,000.00
30	cu. yds.	Excavation Below Elevation Shown	10.00	300.00
6,200	lin. ft.	Furnish Treated Timber Piling	1.00	6,200.00
144	only	Drive Timber Piles	35.00	5,040.00
780	cu. yds.	Class "A" Concrete	60.00	46,800.00
196,000	lbs.	Metal Reinforcement	0.11	21,560.00
15,000	lbs.	Structural Carbon Steel	0.20	3,000.00
110,000	lbs.	Structural Low Alloy Steel	0.20	22,000.00
150	lin. ft.	8-inch Metal Drain Pipe	4.00	600.00
				$107,500.00

Subtotal	$485,505.50
10% Engr. & Cont.	48,550.55
Total	$534,056.05

Length of 9 Structures 0.101 Mile

Federal Funds- - - -

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Bond Issue Project No. BFI-324(10)

BFI-324(9)

4161

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of November, 1954,
by and between The Oregon State Highway Commission
, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of February, 1954, a program, which was approved on the 11th day of March, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one million, seven hundred sixty-eight thousand and 00/100 dollars ($1,768,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows:

Authorized by Chapter (act of legislature by which authorized)	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities (Include date and citation of
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 614+30 in the SE 1/4, Section 26, T. 3 S., R. 1 W., W.M., and survey station 1850+37.72 in the SE 1/4, Section 1, T. 7 S., R. 3 W., W.M., except stations 622+72 - 624+66, 706+16.61 - 707+36.61, 811+98.52 - 813+08.52, 931+66.89 - 932+76.89, and 1843+88.87 - 1845+80.87,

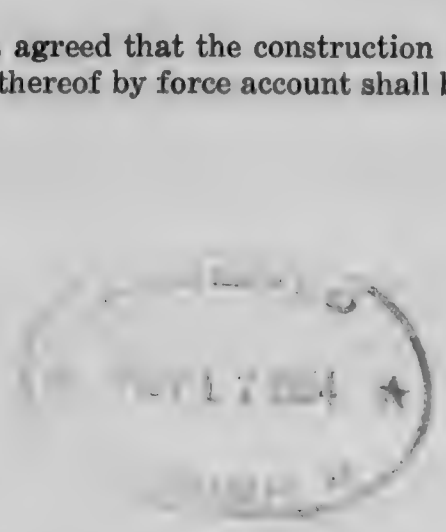
, length 23.287 miles, in Clackamas and Marion Counties, being Oregon Federal Aid / Bond Issue project No. BFI-324(10), consisting of 23.287 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11379-4



UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ..... one million, seven hundred sixty-eight thousand and 00/100 ..... dollars ($1,768,000.00), which does not exceed the authorized Federal pro rata share of ..... two million, eight hundred fifty-three thousand, one hundred three and 55/100 ..... dollars ($2,853,103.55), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

(4267)

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

Chapter 529, Laws 1939.

..... funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest H B Beamer SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chairman, State Highway Commission
(Title of officer)

By Member, State Highway Commission
(Title of officer)

By Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By *Division Engineer,*
Bureau of Public Roads.

A4.62

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

RECEIVED NOV 17 1954 DIVISION 6

RECEIVED OCT 15 1954

Oregon State Highway Department

Federal Aid Project
No. BFI-324 (10)

WILLAMETTE RIVER-HAYESVILLE SECTION

OF THE PORTLAND-SALEM EXPRESSWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 24, 1954

Type Code 6201
Roadway (Willamette River-Crosby Road unit)(Sta. 614+30 to 1105+00)(Contract No. 4248)

349,000 cu.yd.	Coarse Material in Base	$ 1.48	$516,520.00
42,000 cu.yd.	3/4" - 0 Material in Base & Shoulders	1.58	66,360.00
10,000 M-gal.	Sprinkling	2.00	20,000.00
3,600 cu.yd.	3/4" - 0 Material in Binder Course	2.58	9,288.00
570 tons	RC-3 Asphalt in Binder Course	37.35	21,289.50
73,000 tons	Class "B" Asphaltic Concrete	4.45	324,850.00
60 tons	RS-1 Asphalt in Tack Coat	50.00	3,000.00
80 tons	RS-1 Asphalt in Pavement Seal	36.00	2,880.00
500 cu.yd.	Aggregate in Pavement Seal	5.10	2,550.00
600 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	600.00
			$967,337.50

Type Code 6201
Roadway (Crosby Road-Concomley Road Unit)(Sta. 1105+00 to Sta. 1455+00)(Contract No. 4267)

5 cu.yd.	Concrete in Islands	$60.00	$ 300.00
259,000 cu.yd.	Coarse Material in Base	1.83	473,970.00
32,000 cu.yd.	3/4" - 0 Material in Base & shoulders	1.93	61,760.00
7,300 M-gal.	Sprinkling	1.50	10,950.00
2,750 cu.yd.	3/4" - 0 Material in Binder Course	2.50	6,875.00
440 tons	RC-3 Asphalt in Binder Course	38.00	16,720.00
55,000 tons	Class "B" Asphaltic Concrete	4.95	272,250.00
44 tons	RS-1 Asphalt in Tack Coat	40.00	1,760.00
60 tons	RS-1 Asphalt in Pavement Seal	38.00	2,280.00
350 cu.yd.	Aggregates in Pavement Seal	3.00	1,050.00
250 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	250.00
			$848,165.00

Type Code 6201
Roadway (Concomley Road-Hayesville Unit)(Sta. 1455+00 to 1850+37.72)(Cont. No. 4249)

282,000 cu.yd.	Coarse Material in Base	$ 1.42	$ 400,440.00
33,000 cu.yd.	3/4" - 0 Material in Base & Shoulders	1.65	54,450.00
8,000 M-gal.	Sprinkling	1.50	12,000.00
2,900 cu.yd.	3/4" - 0 Material in Binder Course	2.15	6,235.00
460 tons	RC-3 Asphalt in Binder Course	40.00	18,400.00
58,000 tons	Class "B" Asphaltic Concrete	4.85	281,300.00

50 tons	RS-1 Asphalt in Tank Cost	$39.50	$ 1,975.00
64 tons	RS-1 Asphalt in Pavement Seal	39.50	2,528.00
400 cu.yd.	Aggregate in Pavement Seal	2.25	900.00
			$ 776,226.00
		Subtotal	$2,593,730.50
		10% Engr. & Cont.	259,373.05
		Total	$2,853,103.55

Length of Roadway	23.287 miles
Length of 17 Structures	0.137 mile
Total Length	23.424 miles
Cost of Roadway per mile	$122,519.15

Federal Funds	$1,768,000.00
State Funds	1,085,103.55
	$2,853,103.55

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chp. 491, laws 1951; Chap. 20, laws 1953.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No.BFI-324 (10)

WILLAMETTE RIVER-HAYESVILLE SECTION OF THE
PORTLAND-SALEM EXPRESSWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 20, 1954

Type Code 6201
Roadway (Willamette River-Crosby Road Unit)
(Sta. 614/30 to Sta. 1105/00)

349,000	cu. yds.	Coarse Material in Base	$ 1.70	$ 593,300.00
42,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	1.90	79,800.00
10,000	M-gal.	Sprinkling	2.50	25,000.00
3,600	cu. yds.	3/4" - 0 Material in Binder Course	3.00	10,800.00
570	tons	RC-3 Asphalt in Binder Course	37.50	21,375.00
73,200	tons	Class "B" Asphaltic Concrete	4.70	343,100.00
60	tons	RS-1 Asphalt in Tack Coat	42.00	2,520.00
80	tons	RS-1 Asphalt in Pavement Seal	40.00	3,200.00
500	cu. yds.	Aggregate in Pavement Seal	4.00	2,000.00
600	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	600.00
				$1,081,695.00

Type Code 6201
Roadway (Crosby Road-Concomley Road Unit)
(Sta. 1105/00 to Sta. 1455/00)

5	cu. yds.	Concrete in Islands	$ 45.00	$ 225.00
259,000	cu. yds.	Coarse Material in Base	1.90	492,100.00
32,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.20	70,400.00
7,300	M-gal.	Sprinkling	2.50	18,250.00
2,750	cu. yds.	3/4" - 0 Material in Binder Course	3.20	8,800.00
440	tons	RC-3 Asphalt in Binder Course	37.50	16,500.00
55,000	tons	Class "B" Asphaltic Concrete	4.90	269,500.00
44	tons	RS-1 Asphalt in Tack Coat	42.00	1,848.00
60	tons	RS-1 Asphalt in Pavement Seal	40.00	2,400.00
350	cu. yds.	Aggregate in Pavement Seal	4.00	1,400.00
250	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	250.00
				$ 881,673.00

Oregon State Highway Department

Federal Aid Project
No.BFI-324 (10)

WILLAMETTE RIVER-HAYESVILLE SECTION OF THE

PORTLAND-SALEM EXPRESSWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 20, 1954

Type Code 6201
Roadway (Willamette River-Crosby Road Unit)
(Sta. 614/30 to Sta. 1105/00)

349,000	cu. yds.	Coarse Material in Base	$ 1.70	$ 593,300.00
42,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	1.90	79,800.00
10,000	M-gal.	Sprinkling	2.50	25,000.00
3,600	cu. yds.	3/4" - 0 Material in Binder Course	3.00	10,800.00
570	tons	RC-3 Asphalt in Binder Course	37.50	21,375.00
73,000	tons	Class "B" Asphaltic Concrete	4.70	343,100.00
60	tons	RS-1 Asphalt in Tack Coat	42.00	2,520.00
80	tons	RS-1 Asphalt in Pavement Seal	40.00	3,200.00
500	cu. yds.	Aggregate in Pavement Seal	4.00	2,000.00
600	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	600.00
				$1,081,695.00

Type Code 6201
Roadway (Crosby Road-Concomly Road Unit)
(Sta. 1105/00 to Sta. 1455/00)

5	cu. yds.	Concrete in Islands	$ 45.00	$ 225.00
259,000	cu. yds.	Coarse Material in Base	1.90	492,100.00
32,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.20	70,400.00
7,300	M-gal.	Sprinkling	2.50	18,250.00
2,750	cu. yds.	3/4" - 0 Material in Binder Course	3.20	8,800.00
440	tons	RC-3 Asphalt in Binder Course	37.50	16,500.00
55,000	tons	Class "B" Asphaltic Concrete	4.90	269,500.00
44	tons	RS-1 Asphalt in Tack Coat	42.00	1,848.00
60	tons	RS-1 Asphalt in Pavement Seal	40.00	2,400.00
350	cu. yds.	Aggregate in Pavement Seal	4.00	1,400.00
250	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	250.00
				$ 881,673.00

Type Code 6201
Roadway (Conesauley Road-Haverville Unit)
(Sta. 1455/00 to Sta. 1850/37.72)

282,000	cu. yds.	Coarse Material in Base	1.60	$ 451,200.00
33,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	1.90	62,700.00
			2.50	20,000.00
8,000	M-gal.	Sprinkling	3.00	8,700.00
2,900	cu. yds.	3/4" - 0 Material in Binder Course	37.50	17,250.00
460	tons	RC-3 Asphalt in Binder Course	4.65	269,700.00
58,000	tons	Class "B" Asphaltic Concrete	42.00	2,100.00
50	tons	RS-1 Asphalt in Tack Coat	40.00	2,560.00
64	tons	RS-1 Asphalt in Pavement Seal	4.00	1,600.00
400	cu. yds.	Aggregate in Pavement Seal		
				$ 835,810.00

Subtotal	$2,799,178.00
10% Engr. & Cont.	279,917.80
Total	$3,079,095.80

Length of Roadway	23.287 miles
Length of 17 Structures	0.137 mile
Total Length	23.424 miles
Cost of Roadway per mile	$132,223.80

Federal Funds	$1,908,000.00
State Funds	1,171,095.80
	$3,079,095.80

RECEIVED
FOR FILING

4161

June 17, 1954

Birkemeier & Saremal
301 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4161, which was awarded to you by the State Highway Commission, covering eight structures on the Willamette River-Gervais Unit on the Portland-Salem Expressway in Clackamas and Marion Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 13 1954
FOR FILING

4161

May 13, 1954

Birkemeier & Saremal
301 Lewis Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 awarded to you State Highway Contract No. 4161 for construction of eight structures on the Willamette River-Gervais Unit of the Portland-Salem Expressway in Clackamas and Marion Counties. This award was based on your bid of $218,140 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

[redacted]
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC R. G. Savage

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

BFI-324(7)

4161

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 11, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4161 for Oregon Project BFI-324(7), Willamette River-Gervais Unit of the Portland-Salem Expressway, to Birkemeier & Saremal of Portland, Oregon, low bidder inthe amount of $218,140.00 at the May 11, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 17 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

BFI-324(7)

4161

BFI-324(7)

April 26, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-324(7), Willamette River-Gervais Unit (Structures) on the Portland-Salem Expressway in Clackamas and Marion Counties.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAY 10 1954
OREGON
STATE HIGHWAY COMMISSION

106-1052 Enegren-Ferry-Marlow Cr. Sec., 1954
Coos River Hwy.

#4162

RECEIVED
APR 12 1955
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 6, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
106-1(2) 4113 4162	3-Final	E. C. Swaggart Co.		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)		(DATE)
6660	R-119725	$ 17,247.53		4/6/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to 2-28-55

Completion Date: Feb. 23, 1955

Date Accepted: March 2, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 7 1955
Ruth Rawlings

NOTED ON CARD

RECEIVED
MAR 28 1955
FOR FILING

March 25, 1955

REGISTERED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4162 for surfacing on the Empgren Ferry-Marlow Creek Section of the Coos River Secondary Highway in Coos County was completed by the contractor, E. C. Swaggart Co., on February 23 and was formally accepted by the Highway Commission on March 2, 1955.

Final payment in the amount of $17,247.53 will be released to the contractor on or after April 4, 1955. The total contract amount is $37,005.98 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1954

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY — FINAL REPORT

For Week Ending March 5, 19 55

Section Enegren Ferr y - Marlow Creek

Kind of work Rock Surfacing

Highway Coos River Secondary

Section prefix 106-1052

Contractor E. C. Swaggart Co.

Contract number 4162

Date of contract May 11, 19 54

Date of completion Sept. 30, 19 54

Date work started Nov. 17, 19 54

Estimated date of completion February 23, 19 55

Project authorization . . . . . $ 66782.81

Exclusive of Engineering . . . . . $ 62033.81

Per cent of time elapsed project completed %

Estimated cost of completed project, exclusive of engineering . . . . . $ 49,646.98

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 4749.00

Engineering cost to date $ 4800., 101 %

Date project was completed Feb. 23., 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi final estimate was forwarded this week.

NOTED
OSCAR CUTLER

NOTED
FORREST COOPER

NOTED
A. MARTIN

RECEIVED
MAR 7 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed [signature]

Address North Band, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		8.50			
Miles partially completed					
Miles completed		8.50			
Total estimated quantities		13,227.5			
Estimated quantities moved or placed to date		13,227.5			
Average daily quantities		0			
Average daily quantities necessary to complete project on time		project completed			
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Kloudy		
Friday	cold		
Saturday			

RECEIVED
JAN 31 1955
FOR FILING

January 28, 1955

E. C. Swaggart Co.
311 Knoop Lane
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 18 had under discussion your request for an extension of time from September 30, 1954 to February 28, 1955 within which to complete your contract No. 4162, for surfacing on the Smegren Ferry-Marlow Creek Section of the Coos River Secondary Highway in Coos County.

We are pleased to inform you that the State Highway Commission granted your request without penalty, however, should you not complete the work by February 28, 1955 subsequent engineering costs are to be assessed. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Fred K. Klaboe
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
JAN 14 1955
FOR FILING

Ref. 73
4162

January 13, 1955

Request for extension of time
No. 29
January 18 and 19 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from H. C. Waggart for an extension of time on the Evergreen Ferry-Harlow Creek Contract No. 4162, from September 30, 1954 to February 28, 1955.

At the time Mr. Waggart bid this contract he had already arranged to subcontract production of materials for the Anlauf-Rice Hill section of the Pacific Highway. When it was found that he could not complete the subcontract in time to complete this section he was requested by the Division Engineer to defer work on this section until the Pacific Highway work was completed.

While there will be some inconvenience to the public, there will be no added cost to the State, and I recommend the extension be granted without penalty. However, should he not complete the work by February 28, 1955 I recommend assessment of subsequent engineering costs.

Very truly yours,

H. C. Williams
Acting State Highway Engineer

EAP:jv WCW:me

Enclosure

cc Mr. H. G. Smith

RECEIVED
FOR FILING

4162

July 14, 1954

E. C. Swaggart Co.
311 Knoop Lane
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4162, which was awarded to you May 11 by the State Highway Commission, for rock surfacing on the Enegren Ferry-Marlow Creek Section of the Coos River Secondary Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING
4162

May 13, 1954

E. C. Swaggart Co.
311 Knoop Lane
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 awarded to you State Highway Contract No. 4162 for 8.5 miles of rock or gravel surfacing on the Enegren Ferry-Marlow Creek Section of the Coos River Highway in Coos County. This award was based on your bid of $39,362.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM..

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

B-2057 Brush Dr.-Cranes Dr. Engine 1354
Trail on the Cre. J. Ry.

#4163

RECEIVED
JUN 8 1955
FOR FILING

June 1st, 1955

FINAL COST ANALYSIS

Brush Creek-Greggs Creek Section — Fencing — Oregon Coast Highway
Contract #4163 — Mark Smith, Contractor — Prefix 8-2051-408(41)
G. A. Barnhart, Resident Engineer

Item	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Type 2 Fence	Rod	3,811	$4.39	$4.25	$16,684.13	$16,196.75
10' x 50" Metal Gates	Each	9	57.38	60.00	517.46	540.00
14' x 50" " "	"	12	62.48	65.00	756.76	780.00
PA #1, Extra for 39" Stock Fence	Rod	300	(Incl. in Type 2)	0.70		210.00
PA #2, Extra Allowance for Clearing	All	100%	619.20	535.20	619.20	535.20
Force Account					516.65	544.10
					$19,094.50	$18,806.05

Total Cost	$19,094.50
Gross Revenue	18,806.05
Net Loss	$ 288.45

Net Loss Equals 1.5% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:

Labor				$4,158.94	
Labor Insurance				257.85	
					$ 4,416.79

Materials:

End and Gate Posts	78	Each	at $5.10	$ 397.94	
Corner Posts	80	"	" 7.29	583.73	
Line Posts	3,653	"	" 0.813	2,973.06	
Barbed Wire	850	Rod	" 0.156	1,333.24	
" "	160	"	" 0.154	24.64	
32" Woven Wire	3,511	"	" 0.85	2,998.63	
39" " "	300	"	" 0.97	293.61	
10' x 50" Metal Gates	9	Each	" 15.76	141.84	
14' x 50" " "	12	"	" 21.03	252.36	
Sand and Cement				255.44	
					9,254.49

Equipment Rentals and Miscellaneous Expense:

Equipment Rental (Own)	$2,576.67	
Gas, Oil and Grease	689.23	
Small Tools	365.60	
Apartment Rent	409.90	
Bond	137.03	
Insurance and Taxes	696.67	
Home Office and Miscellaneous Expense	548.12	
		5,423.22

Total Cost $19,094.50

Remarks:

This was a "State Project" located on the Oregon Coast Highway in Curry County. The north end of the project was at the south boundary of the Humbug Mountain State Park, about 8 miles south of Port Orford. The south end of the project was at Station 943+00, which is about 10 miles north of Gold Beach. The overall length of the project is 10.99 miles.

The work done under the contract was the construction of 3,811 rods of Type 2 fence and such other additional and incidental work called for in the plans and specifications.

The contract was bid and awarded to Mark Smith and Company on May 11th, 1954. The contractor began work on the project on June 1st, 1954, and completed the project on October 25th, 1954.

The equipment used on the project was a ½ cu. yd. concrete mixer, a flatbed 1½-ton truck, a panel truck and an Oliver OC4 tractor with dozer and a special winch attachment.

The contractor assisted by 2 men did all the work on the project.

Although the contractor had a good plan of operation, the clearing on the fence line being heavier than anticipated caused the project to show a small loss.

Oscar Cutler
Chief Cost Analyst

By . . F. W. Sugnet

8-2051

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 29, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4163	8-Post Final	Mark Smith and Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8548	R-121627	$ 535.20	4/29/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: None

Completion Date: Sept. 30, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 29 1955

NOTED ON CARD

RECEIVED
MAR 17 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) March 16, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4163	Final	Mark Smith & Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5037	R-116083	$ 548.13	3/16/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: None

Completion Date: Sept. 30, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-17-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
MAR 18 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) March 16, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
4163	Final	Mark Smith & Co.		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)	
5037	R-118083	$ 548.13	3/16/55	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: None

Completion Date: Sept. 30, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-17-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 19 19

Ruth Rawlings

RECEIVED
FEB 22 1955
FOR FILING

February 23, 1955

REGISTERED MAIL

American Automobile Insurance Company
Box 1531
Portland, Oregon

Gentlemen:

State highway contract No. 4163 for work performed on the Brush Creek-Oregon Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, Mark Smith and Company, on September 30, 1954 and was formally accepted by the Highway Commission October 28, 1954.

Final payment in the amount of $548.13 will be released to the contractor on or after March 4, 1955. The total contract amount is $18,270.65, of which amount $544.10 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - American Automobile Insurance Company
Edgar H. Barton
Yeon Bldg.
Portland, Oregon

NOTED ON CARD
2-23-55

RECEIVED
FEB 22 1955
FOR FILING

8-22-55

February 23, 1955

REGISTERED MAIL

American Automobile Insurance Company
Box 1531
Portland, Oregon

Gentlemen:

State highway contract No. 4163 for work performed on the Brush Creek-Gravel Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, Mark Smith and Company, on September 30, 1954 and was formally accepted by the Highway Commission October 28, 1954.

Final payment in the amount of $548.13 will be released to the contractor on or after March 4, 1955. The total contract amount is $18,270.85, of which amount $544.10 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - American Automobile Insurance Company
Edgar H. Barton
Yeon Bldg.
Portland, Oregon

NOTED ON CARD
2-23-55

RECEIVED
JAN 24 1955
FOR FILING

X-2051
41

January 21, 1955

REGISTERED MAIL

American Automobile Insurance Co.,
Box 1531
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Mark Smith & Company on contract No. 4163 covering fencing on the Brush Creek-Croggs Creek Section of Oregon Coast Highway in Curry County.

This payment in the amount of $571.96 will be released to contractor on or after January 31, 1955. The retained percentage is $548.13.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: American Automobile Insurance Co.,
Edgar R. Barton, Agent
Yeon Building
Portland, Oregon

Notebrucard
DC

Form E-1—100M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 8, 19 55

Section Brush Creek-Greggs Creek — Kind of work Fencing

Highway Oregon Coast — Section prefix 8-2051

Contractor Mark Smith & Co. — Contract number 4163

Date of contract May 11, 19 54 — Date of completion Sept. 30, 19 54

Date work started June 1, 19 54 — Estimated date of completion Sept. 30, 19 54

Amount of contract . . . . . $ 20,461.10 — Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering (Engr. $1,966.40) . . . . . $ 18,270.85

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 1,542.10, 98.4 % — Date project was completed 9-30, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate on this project was mailed to Roseburg on Wednesday Jan. 5, 1955.

The delay in submitting this estimate was due to O. E. W. #2 being lost and having to be rewritten.

NOTED
[illegible]

Final Report

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

NOTED
[illegible]

Signed J. A. Barnes Resident Engineer

Address P. O. Box 551, Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	FENCING GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Rods in project	4,400				
Miles partially completed					
Rods completed	3,811				
Total estimated quantities					
Estimated quantities moved or placed to date	3,811				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Clear		
Friday	"		
Saturday			

State Printing 53382

RECEIVED
OCT 21 1954
FOR FILING

K-0151
11

October 21, 1954

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Mark Smith & Co. a portion of the funds heretofore retained by the Commission on contract No. 4163, covering the Brush Creek-Greggs Creek Fencing Project on the Oregon Coast Highway in Curry County.

This payment, in the amount of $1,260.42, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $530.44. The present payment will be released on or after November 1, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Edgar R. Barton
Yeon Bldg.
Portland, Oregon

NOTED ON CARD
10-21-54 gf

RECEIVED
JUN 11 1954
FOR FILING

4163

June 10, 1954

Mark Smith & Co.
Box 310
Klamath Falls, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4163, which was awarded to you on May 11, 1954 by the State Highway Commission, covering the Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 1 1954
FOR FILING

F-3021
41-2

May 27, 1954

Mark Smith and Company
Box 310
Klamath Falls, Oregon

Gentlemen:

The Special Provisions of the contract for fencing the Oregon Coast Highway from Brush Creek to Greggs Creek specify four types of line posts. In addition to the above four types, a U-shaped post, 6½ feet in length and weighing 7.88 pounds, and a U-shaped, 8-foot post weighing 9.56 pounds may be used for line posts.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper

FC:js fp

MAILED
FOR FILING

1 Mail
4163

May 13, 1954

Mark Smith & Co.
P. O. Box 310
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 awarded to you State Highway Contract No. 4163 for Brush Creek-Greggs Creek Fencing Project on the Oregon Coast Highway in Curry County. This award was based on your bid of $19,580 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

BF-124(5) Rock Point Viaduct 1954

#4164

BF-124(7)

OREGON STATE HIGHWAY DEPARTMENT

(date)
April 5, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4164	14-Final	Wall, Bartrom & Standford	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6564	B-147401	$ 11,223.42	4/5/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: to Sept. 29, 1955

Completion Date: Sept. 29, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By _____
Assistant Secretary

Warrant Mailed:

APR 9 1956

POSTED ON CARD

TE)

BF-124(5) Rock Point Viaduct 1954

#4164

TO BE MICROFILMED

BF-127-1

OREGON STATE HIGHWAY DEPARTMENT

(date)

April 5, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4164	14-Final	Wall, Bartrom & Standford	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6564	R-147401	$ 11,223.42	4/5/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: to Sept. 29, 1955

Completion Date: Sept. 29, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By _____
Assistant Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
MAR 28 1956
FOR FILING

6 Form 12.4 (5)
4124

March 27, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S.W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4164 for work performed on the Rocky Point Viaduct on the Oregon Coast Highway in Curry County was completed by the contractor, Wall, Bartram & Sandford, on September 29, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $11,223.42 will be released to the contractor on or after April 6, 1956. The total contract amount is $125,729.57, of which amount $1,169.01 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM E-123 5M4 REVISED 2-55

RECEIVED
NOV 23 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

4164

November 21 1955

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Hall, Bartram & Sandford
50 Highway 99
Junction City, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from May 31, 1955 to September 29, 1955 within which to complete your contract No. 4164, for constructing the Rocky Point Viaduct on the Oregon Coast Highway in Curry County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Norman D. Krohbiel,
Resident Engineer

P. H. Stephenson,
Bridge Engineer

RECEIVED
OCT 13 1955
FOR FILING

October 12, 1955

Request for extension of time
No. 10
November 3 and 4 meetings

Oregon State Highway Commission

Gentlemen:

Re: Rocky Point Viaduct
Contract No. 4164

Hall, Bartram & Sandford, contractor on the Rocky Point Viaduct on the Oregon Coast Highway in Curry County, has requested an extension of time from May 31, 1955, to September 29, 1955, the date of completion of the contract.

This project was an extremely difficult construction job. Inclement weather and the hazardous working conditions caused more time for construction than had been anticipated. A part of the delay was caused by rock slides and some additional quantities for "Excavation Below Elevations Shown." The work was completed in sufficient time to permit the backfilling of the bridge ends and paving the approaches while the normal grading and paving operations were underway in contracts overlapping the bridge.

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHB/dp
Encl.

RECEIVED
FOR FILING
JUL - 1954
4164

June 29, 1954

Wall, Bartram & Sandford
50 Highway 99E
Junction City, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4164, which was awarded to you on May 11 by the State Highway Commission, for constructing the Rocky Point Viaduct on the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

May 13, 1954

Wall, Bartram & Sandford
52 Highway 99 E. North
Junction City, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 awarded to you State Highway Contract No. 4164 for construction of Rock Point Viaduct on the Rocky Point-Brush Creek Unit of the Oregon Coast Highway south of Port Orford in Curry County. This award was based on your bid of $120,465 which was the low bid submitted to the Commission on that day for this project.

I wnclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage
G. S. Paxson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

4164

May 11, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4164 for Oregon Project BF-124(5), Rocky Point-Brush Creek Section of the Oregon Coast Highway, to Wall, Bartram and Sanford of Junction City, Oregon, low bidder in the amount of $120,465.00 at the May 11, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 17 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-L-16(2)
1164
BF-124(5)

April 26, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BF-124(5), Rocky Point Viaduct, Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAY 6 1954

RECEIVED
FOR FILING

210 - 1714

(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

(EST. NO.) (CONTRACTOR)

1365	2-Final	Roseburg Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25772	2-110302	$ 500.00	12/17/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 15, 1954

Time Extensions: to Oct. 15, 1954 without penalty

Completion Date: Sept. 22, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

RCVED ON CLMS
12

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC 17 1954
FOR FILING

310-1714

December 15, 1954

Roseburg Paving Co.
1258 Maple St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from September 15, 1954 to October 15, 1954 within which to complete your contract No. 4145, for paving the Myrtle Creek (1st St.) Section in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Howards.
Division Engineer

C. F. Gail,
Resident Engineer

L. G. Smith,
Construction Engineer

RECEIVED
DEC 1 - 1954
FOR FILING

December 1, 1954

REGISTERED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

State highway contract No. 4165 for work performed on First Street in the City of Myrtle Creek in Douglas County was completed by the contractor, Roseburg Paving Co., on September 22, 1954, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by Commission. The total contract amount is $7,039.61, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

FU

cc - American Automobile Insurance Co.
Rainier Agency
Douglas County State Bank Bldg.
Roseburg, Oregon

NOTED ON CARD

RECEIVED
NOV 24 1954
FOR FILING

50-1114
111

November 23, 1954

Request for extension of time
No. 9
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Roseburg Paving Company for an extension of time on the Myrtle Creek (1st Street) section, Contract No. 4065, from September 15, 1954 to October 15, 1954.

The contractor had three small city contracts in this immediate area and also the subcontract for paving on the Canyonville East Project. He bid on these projects with the intention of completing all four from one plant setup. Failure of the contractor on the Canyonville East section to complete the grading within the required time delayed the moving in of the paving contractor's plant.

There was no inconvenience or extra cost, and the project was completed on September 22. I recommend that the extension be granted without penalty.

Very truly yours,

E. H. Baldock
State Highway Engineer

EAP: WCW:me
Enclosure

cc Mr. H. G. Smith

RECEIVED
OCT 19 '54
FOR FILING

310 - 1114

October 18, 1954

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roseburg Paving Co. on contract No.4165, for paving on the Myrtle Creek (1st St.) City Street Section in Douglas County. This payment, in the amount of $6,539.61, will be released to the contractor on or after October 28, 1954. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rainier Agency
Douglas County State Bank Bldg.
Roseburg, Oregon

NOTED ON CARD
10-18-54 S.(

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

310-1714

For Week Ending Sept. 25, 1954, 19

Section	Myrtle Creek (1st Street)	Kind of work	Paving
Highway	City Street	Section prefix	310-1714
Contractor	Roseburg Paving Co.	Contract number	4165
Date of contract	May 11, 1954, 19	Date of completion	Sept. 15, 1954, 19
Date work started	Sept. 10, 1954, 19	Estimated date of completion	Sept. 22, 1954, 19
Amount of contract (Project Auth Excl of Engr)	$ 8,443.13	Per cent of time elapsed	100 %
Estimated cost of completed project, exclusive of engineering			$ 7,033.61
Per cent of contract completed, based on total contract price			100 %
Engineering cost to date $ 250.00, 42 %		Date project was completed	Sept. 22, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Re-shaped the sub-grade in the AM of the 20th by blading and rolling and started laying of AC pave by 11:00 AM.

Pavement all down by noon of the 22nd and the job cleaned up and called complete by late PM of same date.

Final Report

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed C C Hall

Address Myrtle Creek

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities		216			648.17 ton
Estimated quantities moved or placed to date		216			648.17 tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....1....., Rollers ....1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	cloudy		
Wednesday	cloudy PM threatening		
Thursday	Fair		
Friday	"		
Saturday	"		

STATE PRINTING

RECEIVED
AUG 13 54
FOR FILING

August 13, 1954

Roseburg Paving Co.
1258 Maple St.
Roseburg, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4165, for paving on the Myrtle Creek (1st Street) Section in Douglas County, awarded May 11, 1954.

Contract No. 4176, for grading and paving on the Glendale (Sether Avenue) Section in Douglas County, awarded May 12, 1954.

Contract No. 4189, for paving on the Riddle (Front Street) Section in Douglas County, awarded May 17, 1954.

A copy of each of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encls.

ECEIVED
FOR FILING

May 13, 1954

Roseburg Paving Co.
1258 Maple Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 awarded to you State Highway Contract No. 4163 for 0.15 mile of paving on 1st Street in Myrtle Creek in Douglas County. This award was based on your bid of $7,505 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure

cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

RECEIVED
FOR FILING
310 - 1714
4165

file

Salem, Oregon
May 13, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Myrtle Creek covering the Special Allotment project on First Street from Main Street to Johnson Street, a distance of approximately 0.15 mile, in Myrtle Creek.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Myrtle Creek, Oregon.

Very truly yours

Assistant Secretary

rn
Attach:

FORM E-20 20M 9-51 62218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Query
BY DEPUTY STATE HIGHWAY ENGINEER

1954

Attached are three copies of an agreement covering the Special City Allotment project in Myrtle Creek as approved by the Highway Commission on December 10, 1953. Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

Both agreements require your signature of approval.

J. W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-10-53 Minute page 36
Floyd Preedy
Asst. Secretary

FORM E-90 25M 9-51 53315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Query
BY DEPUTY STATE HIGHWAY ENGINEER

1954

Attached are three copies of an agreement covering the Special City Allotment project in Myrtle Creek as approved by the Highway Commission on December 10, 1953. Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

Both agreements require your signature of approval.

J. W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-10-53 Minute page 36
Floyd Preeg
Asst. Secretary

FORM E-30 25M 9-51 62515

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Query
BY DEPUTY STATE HIGHWAY ENGINEER

MAY 4 1954

Attached are three copies of an agreement covering the Special City Allotment project in Myrtle Creek as approved by the Highway Commission on December 10, 1953. Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

Both agreements require your signature of approval.

J. W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-10-53 Minute page 36
Floyd Preeg
Asst. Secretary

RECEIVED
FOR FILING
310-1714
4162
Myrtle Creek

May 13, 1954

G. D. Myllenbuk, City Recorder
City Hall
Myrtle Creek, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and Myrtle Creek covering the Special City Allotment project on First Street from Main Street to Johnson Street, a distance of approximately 0.15 mile, in the City of Myrtle Creek.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn
Enc.

4/30/54
Approved as
to form.
M.A.

ORDINANCE NO. 224

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF MYRTLE CREEK, OREGON, AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF FIRST STREET FROM MAIN STREET TO JOHNSON STREET AND DECLARING AN EMERGENCY.

WHEREAS, THE CITY OF MYRTLE CREEK, OREGON, HAS HERETOFORE MADE APPLICATION TO THE STATE OF OREGON, ACTING BY AND THROUGH THE STATE HIGHWAY COMMISSION, FOR ASSISTANCE IN REPAIRING OR RECONSTRUCTING STREETS UNDER THE PROVISION OF ORS 366.800 AND 366.805, AND

WHEREAS, THE STATE HIGHWAY COMMISSION HAS ACCEPTED SUCH APPLICATION FOR THE IMPROVEMENT OF FIRST STREET, AND

WHEREAS, IN THE FORM OF AGREEMENT PREPARED BY THE STATE HIGHWAY COMMISSION AND APPROVED BY THE CITY ATTORNEY, THE HIGHWAY COMMISSION HAS AGREED TO PAY THE COSTS OF THE PROJECT UP TO FIFTEEN THOUSAND AND NO/100 ($15,000.00) DOLLARS, THE CITY TO PAY ALL COSTS IN EXCESS OF $15,000.00.

NOW, THEREFORE, THE CITY OF MYRTLE CREEK ORDAINS AS FOLLOWS:

SECTION 1. THAT THAT CERTAIN FORM OF AGREEMENT HEREIN ABOVE REFERRED TO BE ENTERED INTO BY THE CITY OF MYRTLE CREEK, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH THE STATE HIGHWAY COMMISSION, PROVIDING FOR THE IMPROVEMENT OF FIRST STREET AND IS HEREBY APPROVED AND ACCEPTED AS SO SUBMITTED.

SECTION 2. THAT THE MAYOR AND RECORDER ARE HEREBY AUTHORIZED AND DIRECTED TO EXECUTE SAID AGREEMENT IN TRIPLICATE AND TO DELIVER SAID AGREEMENT TO THE STATE HIGHWAY COMMISSION FOR EXECUTION BY SAID COMMISSION.

SECTION 3. WHEREAS, IT IS NECESSARY THAT SAID IMPROVEMENTS TO BE MADE IN THE SPRING OR SUMMER OF 1954, WHILE THE WEATHER PERMITS, AND WHEREAS THE STATE HIGHWAY COMMISSION CANNOT AWARD A CONTRACT FOR SAID IMPROVEMENTS UNTIL THE SAID AGREEMENT HAS BEEN EXECUTED BY THE MAYOR AND RECORDER, THEREBY INVOLVING THE PEACE, HEALTH, AND CREDIT OF THE PEOPLE OF THE CITY OF MYRTLE CREEK, OREGON, AN EMERGENCY IS HEREBY DECLARED TO EXIST AND THIS ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FROM AND AFTER ITS PASSAGE BY THE COUNCIL AND APPROVAL BY THE MAYOR.

AYES: ABBOTT, CARTE, IRELAND, LOCHMAN, SHIRTCLIFF.

NAYS: NONE

PASSED BY THE COMMON COUNCIL THE 28TH DAY OF APRIL, 1954.
SUBMITTED TO AND APPROVED BY THE MAYOR ON THE 28TH DAY OF APRIL, 1954.

ATTEST:

G. D. Myllenbeck
CITY RECORDER

Lloyd R. McCullock
MAYOR

Form cc-50
Special City Allotment

RECEIVED
JUL 1953
ENGINEER

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Myrtle Creek is an incorporated city of the State of Oregon, and has a population of 1781, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, _____

First St., from Main St. to Johnson St.

_____

_____

_____

_____

_____

_____

_____

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

First St., from Main St. to Johnson St.

_____

_____

_____

_____

_____

_____

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

Form oe-50

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Myrtle Creek does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate L. J. Sanders as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of May, 1953.

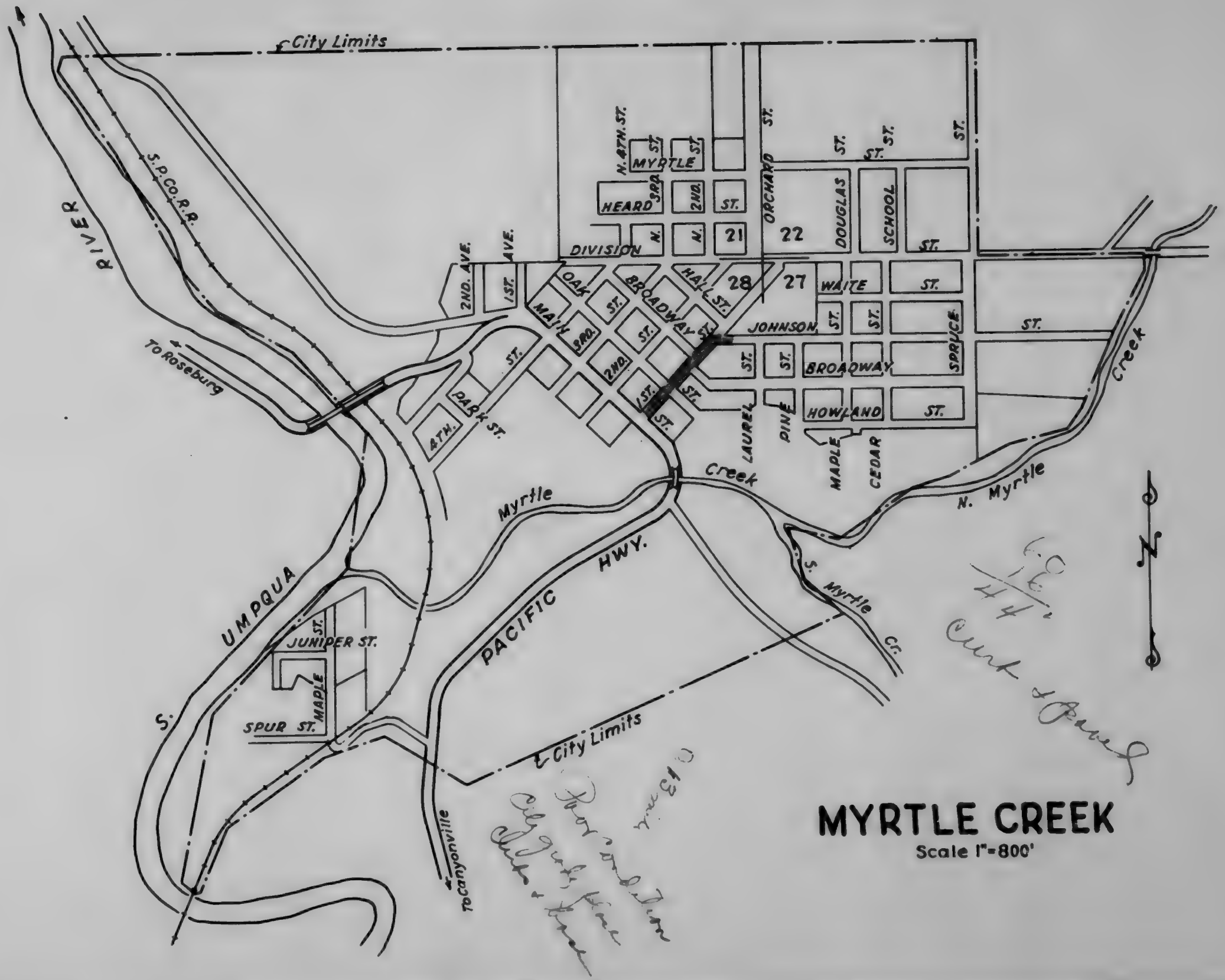
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Myrtle Creek at a regular or ~~special~~ meeting of said council, held on the 5th day of May, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

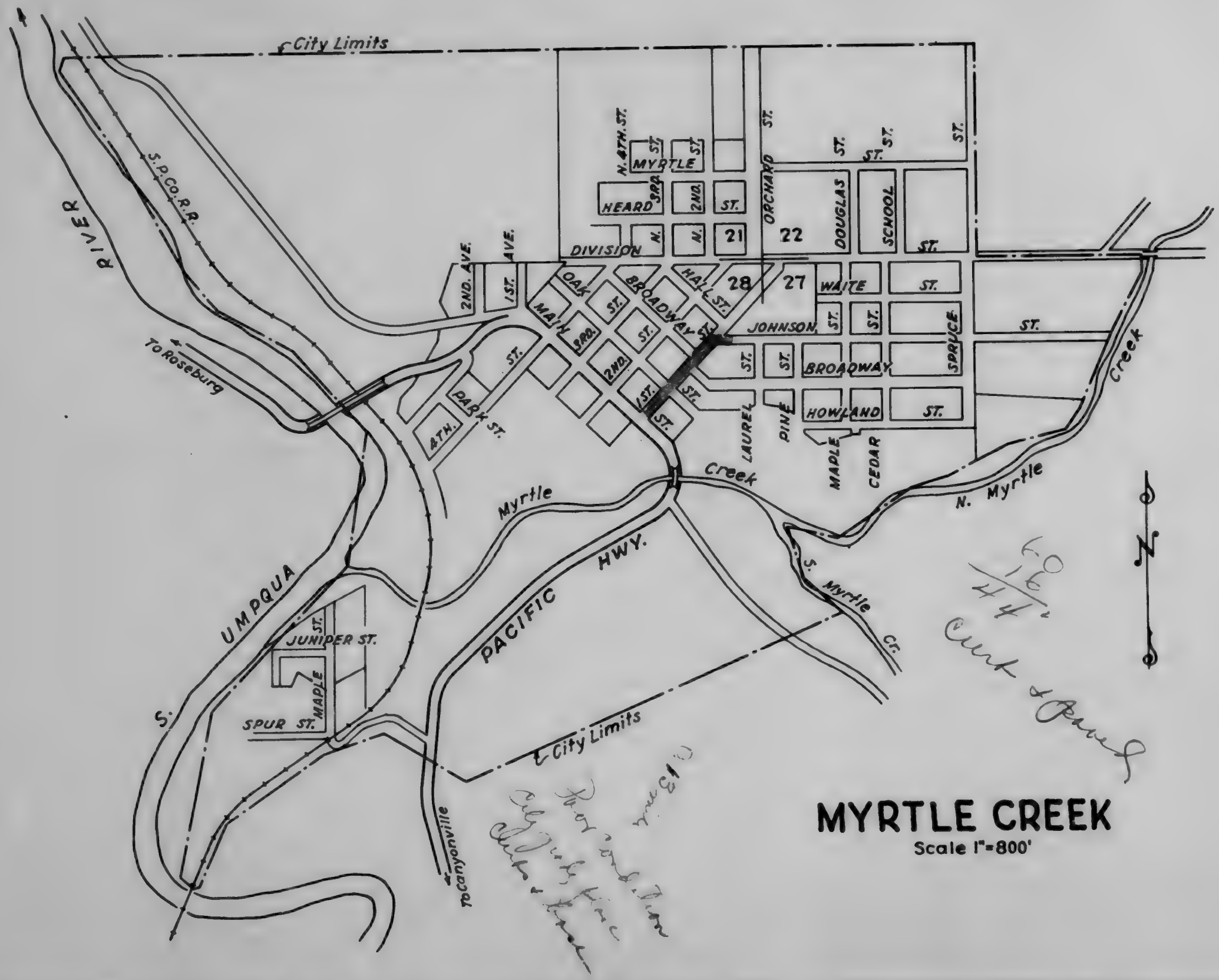
Dated this 9th day of May, 1953.

G. D. Mylchreest
City Recorder



MYRTLE CREEK

Scale 1"=800'



MYRTLE CREEK

Scale 1"=800'

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 29, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4166	7-Final	M. C. Lininger & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26703	B-111810	$ 2,795.80	12/29/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 15, 1954

Time Extensions: to Nov. 8, 1954 without penalty

Completion Date: Nov. 8, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC 17 1954
FOR FILING

15-11-31

9

December 16, 1954

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from October 15, 1954 to November 8, 1954 within which to complete your contract No. 4166, for slide correction and rock production on the Siskiyou Section of the Pacific Highway in Jackson County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

A. L. Chapman,
Resident Engineer

H. O. Smith,
Construction Engineer

RECEIVED
DEC 17 1954
FOR FILING

December 16, 1954

REGISTERED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway contract No. 4166 for work performed on the Siskiyou Section of the Pacific Highway in Jackson County was completed by the contractor, M. C. Uninger & Sons, on November 8, 1954, and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $2,795.80 will be released to the contractor on or after December 27, 1954. The total contract amount is $92,692.23, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

de

cc: Maryland Casualty Company
Hansen & Rowland, Inc.,
Puget Sound Bank Bldg.,
Tacoma, Washington

NOTED ON CARD

RECEIVED
DEC 1 - 1954
FOR FILING

November 30, 1954

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to W. C. Lininger & Sons on contract No. 4166, for slide correction and rock production on the Siskiyou Section of the Pacific Highway in Jackson County. This payment, in the amount of $4,252.13, will be released to the contractor on or after December 10, 1954. The retained percentage is $2,780.30.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: Hansen & Howland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Howland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

NOTED ON CARD

RECEIVED
NOV 29 1954
FOR FILING

November 29, 1954

Request for extension of time
No. 22
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from H. C. Lininger & Sons for an extension of time on the Alsea-Siuslaw Slide Correction project, Contract No. 4166, from October 15, 1954 to November 8, 1954.

The paving program in this area scheduled for the various available plants was seriously delayed by inclement weather during the season. This project was paved in the selected sequence when the plant schedule was set up in the spring of 1954.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:[illegible]

cc Mr. H. G. Smith

Form B-1—1954

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Final Report November 13th., 1954

Section Siskiyou — Kind of work Slide Correction and Rock Produc.

Highway Pacific — Section prefix 15-1038-[illegible]

Contractor M. C. Lininger & Sons — Contract number 4166

Date of contract May 11, 1954, 19 — Date of completion September 30, 1954, 19

Date work started May 24, 1954, 19 — Estimated date of completion November 8, 1954, 19

Amount of contract . . . . . $ 110,686.92 — Per cent of time elapsed 100 +%

Estimated cost of completed project, exclusive of engineering . . . . . $ 97,997.41

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 6,968.43, 81.5 % — Date project was completed November 8, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished painting guard rails on Monday of this week. All clean up work completed.

Party completed work on semi-final estimate and sent same to Division Office.

NOTED
H. C. SMITH

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed R. L. Chapman

Address Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.86	0.73		Shoulders 0.73	0.73
Miles partially completed					
Miles completed	0.86	0.73		0.73	0.73
Total [redacted] quantities	33,135	6,758	9,092	279 CY	2,037
[redacted] quantities moved or placed to date	33,135	6,758	9,092	279 CY	2,037
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Foggy		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Showers		
Friday	Fair		
Saturday			

State Printing

RECEIVED
NOV 15 1954
FOR FILING
15-1053
4166

vember , 19

. . Hinmer & ons
. . Box 1366
efore, regon

Gentlemen:

he tate Highway Commission at its eeting held on ctober 2 , 19 had under discussion your request for an extension of time, from September 15 to October 15, 195 , within which to complete your contract No. 4166, covering slide correction and rock production on the Siskiyou Section of the acific Highway in Jackson ounty.

e are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway ngineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

ery truly yours

. . Glaisyer, ecretary

3
loyd ery, ssistant ecretary

jl

cc: Jos ouros,
ivision ngineer

. . haemn,
esident ngineer

. . mith,
onstruction ngineer

RECEIVED
OCT 6 - 1954
FOR FILING

October 4, 1954

Oregon State Highway Commission

Request for extension of time
No. 4
October 28 and 29 Meeting

Gentlemen:

Herewith is a request from H. C. Lininger and Sons for an extension of time on the Sisters Slide Correction, Contract No. 4166, from September 15, 1954 to October 15, 1954.

The contractor has been seriously delayed by wet weather on this project and his paving has been held up. The project has been in service to traffic and no inconvenience or undue delay has been suffered due to noncompletion.

I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
FOR FILING

June 29, 1954

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4166, which was awarded to you on May 11, 1954 by the State Highway Commission, covering slide correction and rock production on the Siskiyou Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

May 13, 1954

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 awarded to you State Highway Contract No. 4166 for Siskiyou Slide Correction and Rock Production Project on the Pacific Highway south from Ashland in Jackson County. This award was based on your bid of $95,230.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

1,-1(2) ...s and Traffic Signals. 1/1:

4127

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 22, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4167	2-Final	Trowbridge & Flynn Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23593	R-108752	$ 1,575.34	11/19/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Aug. 31, 1954

Time Extensions: to Sep. 20, 1954 without penalty

Completion Date: Sept. 17, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-10-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
NOV 10 1954
FOR FILING

November 10, 1954

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State Highway Contract No. 4167 for installing traffic signal at Ashland in Jackson County was completed by the contractor, Trowbridge & Flynn Electric Co., on September 17, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,575.34 will be released to the contractor after acceptance by the Commission. The total contract amount is $3,796.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Cuery, Assistant Secretary

gl

cc: Robinson, Potter & Shepherd Insurance Agency
U. S. National Bank Bldg.
Medford, Oregon

NOTED ON CARD
11-12-54

RECEIVED
NOV 15 1954
FOR FILING

15-17
4167

ovember , 195

ambridge lyon lectric Co.
lk, ost ice t.
eloit, isconsin

ent emen:

t the ighway ommission at its meeting held on ctober 2 , held under discussion your request for an extension of time, from ugust 31, 195 to eptember 30, 195 within which to complete your contract . 4167, for shield rail, final installation on the ackie ighway in Jackson ounty.

are pleased to inform you that the ighway ommission granted your request without penalty. The ommission's action was based upon the recommendation of the tate ighway ngineer, whose report on the subject covered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

ery truly yours

. . laisdell ecretary

y
loyd ery, ssistant ecretary

gl

cc: ice hmarde,
ivision ngineer

hilip . Oakley,
esident ngineer

. B. Parson,
ss't. State Highway ngineer

RECEIVED
OCT 6 - 1954
FOR FILING

15 - 11 - 1
4 | 1 | 1

October 4, 1954

Request for extension of time
No. 7
October 28 and 29 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Ashland Traffic Signals
Contract No. 4167

Trowbridge & Flynn Electric Co., contractor for the installation of the Ashland Traffic Signals, has requested an extension of time from August 31, 1954, to September 20, 1954, in which to complete the contract.

The failure of the contractor to complete the work within the specified time was caused by a delay in the arrival of material from the factory.

No additional engineering expense was incurred by the State. It is recommended that this extension be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. C. Williams
Acting State Highway Engineer

RCW/ds

Attached

RECEIVED
JUN 11 1954
FOR FILING

4167

June 10, 1954

Treadwell & Flynn Electric Co.
214 West Main Street
Medford, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4167 which was awarded to you on May 11, 1954 by the State Highway Commission, covering traffic signal installation in Ashland on the Pacific Highway, Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 11 1954
FOR FILING

4167

June 10, 1954

Trowbridge & Flynn Electric Co.
214 West Main Street
Medford, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4167 which was awarded to you on May 11, 1954 by the State Highway Commission, covering traffic signal installation in Ashland on the Pacific Highway, Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 13 1954
FOR FILING

15-1-09

1161

May 13, 1954

Trowbridge & Flynn Electric Co.
214 West Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 awarded to you State Highway Contract No. 4167 for installation of Ashland Traffic Signals in Jackson County. This award was based on your bid of $3,796 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

[redacted]
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC R. G. Savage

RECEIVED
APR 30 1954
FOR FILING

fole

15-1607
4162
Ashland

Salem, Oregon
April 28, 1954

MISC. CONTRACTS and AGREEMENTS No. 1557

4938
4952

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Ashland covering the traffic signal installation at the intersection of Main and Second Streets in Ashland.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Ashland, Oregon.

Very truly yours

Secretary

rm
Attach: 1

FOR FILING

file

15-1(1)
4167
Ashland

Salem, Oregon
April 28, 1954

MISC. CONTRACTS and AGREEMENTS No. 1557

4938
4952

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Ashland covering the traffic signal installation at the intersection of Main and Second Streets in Ashland.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Ashland, Oregon.

Very truly yours

Secretary

[redacted]
Attach: 1

RECEIVED
APR 29 1954
FOR FILING

Maint
Traffic
Rights
Ashland

April 28, 1954

Mr. J. B. Austin, City Recorder
City Hall
Ashland, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Ashland covering traffic signal installation at the intersection of Main and Second Streets in Ashland.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-20 25M 6-51 53315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1954

SUBJECT: Assignment #4952

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the traffic signal installation at the intersection of Main and Second Streets in Ashland.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

This completes Assignment #4952.

John W. Cattrall
Engineer, County and City Relations

By
John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

12-12-53. Minute page 35

ASSIGNMENT

Date: March 19, 1954 No. 4952 By WCW

Description: Letter of March 18 by Mr. Crandall, letter of March 16 by Mr. Lundeen and 8 copies of traffic signal installation agreement - Main and Second Streets, in Ashland

Acknowledged by____ Referred to Cattrall ✓

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

- -
- -
- -
- -

Remarks: For execution by City.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 4-19-54 Report Received_____
mm

IGHWAY DEPARTMENT

NT CORRESPONDENCE

em, Oregon
ch 18, 1954

BJECT: State-City Agreement
Proposed Traffic Signal Installation
Main Street (US99) at Second Street
Ashland
WCW 4938

PLEASE RETURN TO
W. C. WILLIAMS

of the state-city agreement covering
at the intersection of Main and
d. These agreements have been checked,
r. Cattrall for submission to the city.

F. B. Crandall
Traffic Engineer

VJ:mm
Attachments

RECEIVED
MAY 17 1954
ENGINEER

FORM S-90 REM 9-51 88918

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1954

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Main Street (US99) at Second Street
Ashland
WCW 4938

To: W. C. Williams
Deputy State Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

There are attached eight (8) copies of the state-city agreement covering the installation of traffic signals at the intersection of Main and Second Streets in the City of Ashland. These agreements have been checked, found correct and may be handed to Mr. Cattrall for submission to the city.

F. B. Crandall
Traffic Engineer

VJ:mm
Attachments

NOTED
W. C. WILLIAMS

RECEIVED
MAR 22 1954
ENGINEER

RECEIVED
1954
ENGINEER

ASSIGNMENT

Date: March 16, 1954 No. 4938 By WCW

Description: Letter of March 16 by Ernest Lundeen enclosing 8 copies of signal installation agreement between the Highway Commission and the City of Ashland

Acknowledged by ____ Referred to Crandell

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr. _____
__ Contact correspondent and report

Remarks: To check.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 3-19-54 Report Received _____

IGHWAY DEPARTMENT

NT CORRESPONDENCE

em, Oregon
ch 16, 1954

UBJECT:

Traffic Signal Installation
Agreement

PLEASE RETURN TO
W. C. WILLIAMS

ies of a Signal Installation Agreement
y Commission and the City of Ashland.

Very truly yours,

Ernest W. Lundeen

ERNEST W. LUNDEEN
Assistant Attorney

EWL:ia

RECEIVED
MAR 16 1954

RECEIVED
MAR 17 1954
TRAFFIC ENGINEER

FORM E-90 25M 9-51 62218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1954

SUBJECT:
Traffic Signal Installation
Agreement

To:
Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Enclosed are eight copies of a Signal Installation Agreement to be executed by the State Highway Commission and the City of Ashland.

Very truly yours,

Ernest W. Lundeen

ERNEST W. LUNDEEN
Assistant Attorney

EWL:ia

NOTED
W. C. WILLIAMS

RECEIVED
MAR 16 1954

RECEIVED
MAR 17 1954
TRAFFIC ENGINEER

A TYPICAL SCENE IN LITHIA PARK, WHICH FEATURES NATURAL BEAUTY IN AN UNSPOILED SETTING OF TOWERING FOOTHILLS, TUMBLING MOUNTAIN STREAM AND BIG TREES.

THE CITY OF ASHLAND

Famous for Health Giving Mineral Waters

JACKSON COUNTY, OREGON

T. S. WILEY, Mayor

MEMBER
LEAGUE OF OREGON CITIES
MUNICIPAL FINANCE OFFICER'S ASSOCIATION OF
UNITED STATES AND CANADA

February 2, 1954

OFFICE OF E. C. BIEGEL
CITY SUPT.

FOR FILING
mail
traffic
Lights
Ashland

NOTED
H. B. GLAISYER

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Dear Mr. Glaisyer:

In reference to your letter of December 22, 1953, in regard to stop light at intersection of Second and Main Streets.

The estimated cost is $3600.00 of which we are to pay one half. The City of Ashland accepts provisions of your letter and will assume the maintenance and operating costs, and furnish necessary electricity for operation of signal.

Respectfully yours,

E. C. Biegel

E. C. Biegel
City Superintendent

RECEIVED
FEB 3 1954
OREGON
STATE HIGHWAY COMMISSION

Copies made for Ins Ashland Gas Mfg. Co. and Mr. [illegible]

RECEIVED
FOR FILING

12/20
4d-5

Dist
Traffic
Light
Oakland.

December 22, 1953

Common Council of City of Ashland
Ashland, Oregon

Gentlemen:

Sometime ago you requested an investigation to determine the need for signalization at a number of intersections on Main Street, route of US 99 through your downtown business section. On the basis of that investigation you were informed that there was warrant for and there would be some benefits derived from the installation of two semi-actuated interconnected signals at the intersections of Second and Main and Pioneer and Main. It was suggested that if the City desired to proceed with the two installations on a 50-50 cost basis with the State, the matter would be presented to the Highway Commission for consideration.

Subsequently you informed the State Highway Engineer that you would like to proceed with the installation at one intersection only, being the intersection of Second and Main Streets, the estimated cost of which is $3,600. Such information was conveyed to the State Highway Commission at its last meeting, and I am pleased to inform you that the Commission authorized the installation on the condition that the City will share equally with the State in the initial cost of the installation, and in addition thereto will pay all cost incident to maintenance of the signal, and will furnish electrical energy to operate it at no cost to the State.

Please advise if this arrangement meets with the satisfaction of your honorable body. If it is satisfactory, an appropriate form of agreement will be prepared and forwarded to you for execution.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. B. Crandall

RECEIVED
FOR FILING

December 4, 1953

Oregon State Highway Commission

Gentlemen:

In response to a request from the City of Ashland, the Traffic Engineer conducted an investigation looking to the need for signalization at sundry intersections on Main Street (US99) in the downtown business section. On the basis of the investigation, the City was advised that there was warrant for, and some benefits would be derived from the installation of two semi-actuated, interconnected signals at the intersections of Second and Main and Pioneer and Main. It was further suggested to the City that if it wishes to proceed with the two installations on the usual 50-50 State-City cooperative basis to so indicate and the matter would be presented for consideration of the Highway Commission.

The City now indicates that it would like to proceed with installation at the one intersection only, namely, Second and Main (US99). Signal installation at this one intersection would fit in with the ultimate expansion of the system along Main Street.

The estimated cost for installation of a semi-actuated, interconnected signal at the intersection of Second and Main (US99) is $3,000, and it is my recommendation that the installation be authorized on the usual basis wherein the City agrees to share equally in the cost of the initial installation and, in addition, stand all costs incident to maintenance and power consumption.

This matter will be on the agenda for the forthcoming meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

FBC:as fp

S-223(5) Crabtree Creek Bridge Sec. 1954

#4168

S-223(5) Crabtree Creek Bridge Sec. 1954

#4168

RECEIVED
DEC 21 1954
FOR FILING

S-223 (5)
#1
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

(EST. NO.)	(CONTRACTOR)
7-Final	Hamilton & Evans

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25949	R-121101	$ 5,601.23	12/21/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 2, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-54

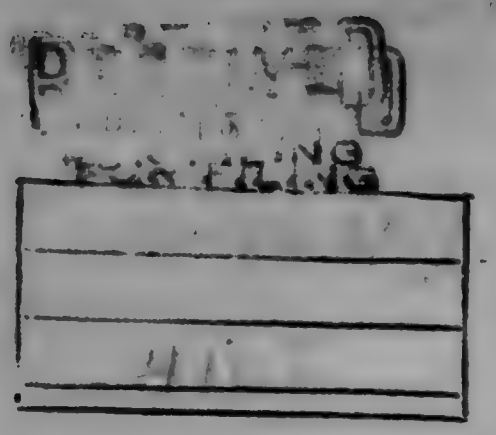
To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings



Salem, Oregon
December 14, 1954

Mr. C. W. Enfield
Chief Counsel

Attached is a rought draft of an abandonment resolution covering the Crabtree Creek Bridge Section of the Albany-Lyons Secondary Highway No. 211 in Linn County.

Please prepare eight copies of the finnl draft of the resolution in addition to any required by the Legal Division. The County and City Relations Division will furnish additional copies of the map exhibit for attachment.

Although it is proposed to abandon the eliminated portion to the abutting property it will not be necessary to make provision for access control at the points where the old route joins the new alignment. Inasmuch as this is a secondary highway right of way was purchased without restricted access.

W. C. Williams
Deputy State Highway Engineer

Att.
RHP:mm
cc: J. W. Cattrall

RECEIVED
DEC 13 1954
FOR FILING

S-223(c)

December 10, 1954

REGISTERED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4168 for work performed on the Crabtree Creek Bridge Section of the Albany-Lyons Highway in Linn County was completed by the contractor, Hamilton & Thomo, on November 2 and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $5,601.82 will be released to the contractor on or after December 20, 1954. The total contract amount is $73,574.34 of which amount $2,076.82 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

pl

cc: Seaboard Surety Co.

Hansen & Rowland, Inc.
609 Henry Bldg.
Portland 4, Oregon

NOTED ON CARD
12-10-54

Form E-1

S-223(5)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov 6, 1954, 19

Section Crabtree Bridge

Highway Albany-Lyons

Contractor Hamilton & Thoms

Date of contract May 11, 1954, 19

Date work started June 1, 1954, 19

Amount of contract $76728;60

Kind of work Bridge-Grading-Paving

Section prefix 122-1050

Contract number 4168

Date of completion Nov 30, 1954, 19

Estimated date of completion Nov 2, 1954, 19

Per cent of time elapsed 88 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 76728.60

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 3750 grading and paving, 7 %

Date project was completed Nov 2, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday- Installed 18" culv pipe at sta 324, and shaped up ditches and slopes, etc.

Tuesday - cleaning up debris and burning, at old bridge site and entire project.

Completed all work this date.

NOTED
C. H. MILLER

NOTED
B. A. MARTIN

RECEIVED
NOV 3 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed P P Whitmore, Res. Engr.

Address Salem, Oregon.

NOTED
FORREST COOPER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.47	1.47			1.47
Miles partially completed					
Miles completed	"	"			"
Total estimated quantities	13,916	11,350		1,417	1,717
Estimated quantities moved or placed to date	13,916	11,350		1,417	1,717
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	11				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	7						
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons							
Men and tractors							
Power shovel	1						

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	"		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING

Form PR 2 (Revised 1950)

C. No. 14-1/6

State Oregon

Federal Aid Secondary Project No. S-223(5)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of February, 1954, a program, which was approved on the 11th day of March, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 26th day of April, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-six thousand and 00/100 dollars ($46,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary Project No. S-223(5)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 19 54,
by and between The Oregon State Highway Commission, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of February, 19 54, a program, which was approved on the 11th day of March, 19 54, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 26th day of April, 19 54; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-six thousand and 00/100
dollars ($ 46,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 316+49.97 in the NE 1/4, Section 6, T. 11 S., R. 1 W., and survey station 343+01.47 in the SE 1/4, Section 31, T. 10 S., R. 1 W., W.M., without exception,

, length 0.502 miles, in Linn County, being Oregon Federal Aid / Secondary project No. S-223(5), consisting of 0.473 miles of roadway and one bridges of more than 20 feet clear span, 0.029 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-six thousand, and 00/100 dollars ($46,000.00), which does not exceed the authorized Federal pro rata share of seventy-eight thousand, seven hundred eighty-six and 95/100 dollars ($78,786.95), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

16—11379-4

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Bureau of Public Roads.

A4.62

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

RECEIVED OCT 12 1954
RECEIVED OCT 17 1954 DIVISION 6
RECEIVED OCT 5 1954
RECEIVED SEP 1 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-223 (5)

CRABTREE CREEK BRIDGE SECTION

OF THE ALBANY-LYONS HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1954

Type Code 6201
Roadway (Sta. 316+49.97 to Sta. 343+01.47) (Contract No. 4168)

				$ 2,000.00
All Required		Clearing and Grubbing	$ 3.00	420.00
140	cu. yds.	Trench Excavation, Unclassified	0.45	5,940.00
13,200	cu. yds.	Special Borrow Excavation, Unclassified	0.75	525.00
700	cu. yds.	General Excavation, Unclassified	0.20	3,960.00
19,800	yd. mile	Truck Haul on Special Borrow	2.75	4,125.00
1,500	cu. yds.	Rock Slope Protection	1,000.00	470.00
0.47	mile	Finishing Roadbed and Slopes	3.25	279.50
86	lin. ft.	18-inch Concrete Pipe	5.00	15.00
3	lin. ft.	24-inch Concrete Pipe	1.50	5,250.00
3,500	cu. yds.	Coarse Material in Base	3.50	2,940.00
840	cu. yds.	3/4" - 0 Material in Base and Shoulders	4.00	360.00
90	M-gal.	Sprinkling	4.00	240.00
60	cu. yds.	3/4" - 0 Material in Binder Course	45.00	450.00
10	tons	RC-3 Asphalt in Binder Course	7.40	2,400.00
1,000	tons	Class "B" Asphaltic Concrete		
				$34,374.50
		Subtotal		3,437.45
		10% Engr. & Cont.		
				$37,811.95
		Total		

Type Code X021
Crabtree Creek Bridge (Sta. 334+63 to Sta. 336+19) (Contract 4168)

210	cu. yds.	Structural Excavation	$15.00	$ 3,150.00
20	cu. yds.	Excavation Below Elevation Shown	25.00	500.00
290	lin. ft.	Furnish Steel Piling	6.00	1,740.00
8	only	Drive Piles	60.00	480.00
320	cu. yds.	Class "A" Concrete	65.00	20,800.00
78,000	lbs.	Metal Reinforcement	0.11	8,580.00
All Required		Provide for Traffic and Remove Old Bridge		2,000.00
				$37,250.00
		Subtotal		3,725.00
		10% Engr. & Cont.		
				$40,975.00
		Total		

Length of Roadway	0.473 mile
Length of Structure	0.029 mile
Total Length	0.502 mile
Cost of Roadway Per Mile	$79,940.69

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$37,811.95	$22,077.00	$15,734.95
Structure	40,975.00	23,923.00	17,052.00
	$78,786.95	$46,000.00	$32,786.95

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-223 (5)

CRABTREE CREEK BRIDGE SECTION

OF THE ALBANY-LYONS HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 20, 1954

Type Code 6201
Roadway (Sta. 316+49.97 to Sta. 343+01.47)

All Required		Clearing and Grubbing		$ 1,000.00
140	cu. yds.	Trench Excavation, Unclassified	$ 3.00	420.00
13,200	cu. yds.	Special Borrow Excavation, Unclassified	0.35	4,620.00
700	cu. yds.	General Excavation, Unclassified	0.60	420.00
19,800	yd. mi.	Truck Haul on Special Borrow	0.15	2,970.00
1,500	cu. yds.	Rock Slope Protection	2.50	3,750.00
0.47	mile	Finishing Roadbed and Slopes	1,000.00	470.00
86	lin. ft.	18-inch Concrete Pipe	3.50	301.00
3	lin. ft.	24-inch Concrete Pipe	5.00	15.00
3,500	cu. yds.	Coarse Material in Base	1.20	4,200.00
840	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.50	2,940.00
90	M-gal.	Sprinkling	3.00	270.00
60	cu. yds.	3/4" - 0 Material in Binder Course	5.00	300.00
10	tons	RC-3 Asphalt in Binder Course	45.00	450.00
1,000	tons	Class "B" Asphaltic Concrete	8.00	8,000.00
			Subtotal	$30,126.00
			10% Engr. & Cont.	3,012.60
			Total	$33,138.60

Type Code X021
Crabtree Creek Bridge (Sta. 334+63 to Sta. 336+12)

210	cu. yds.	Structural Excavation	$ 12.00	$ 2,520.00
20	cu. yds.	Excavation Below Elevation Shown	15.00	300.00
290	lin. ft.	Furnish Steel Piling	6.00	1,740.00
8	only	Drive Piles	70.00	560.00
320	cu. yds.	Class "A" Concrete	62.00	19,840.00
78,000	lbs.	Metal Reinforcement	0.115	8,970.00
All Required		Provide for Traffic & Remove Old Bridge		2,500.00
			Subtotal	$36,430.00
			10% Engr. & Cont.	3,643.00
			Total	$40,073.00

Oregon State Highway Department

Federal Aid Secondary
Project No. S-223 (5)

CRABTREE CREEK BRIDGE SECTION

OF THE ALBANY-LYONS HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 20, 1954

Type Code 6201
Roadway (Sta. 316+49.97 to Sta. 343+01.47)

					$ 1,000.00
All Required		Clearing and Grubbing			
140	cu. yds.	Trench Excavation, Unclassified	$	3.00	420.00
13,200	cu. yds.	Special Borrow Excavation, Unclassified		0.35	4,620.00
700	cu. yds.	General Excavation, Unclassified		0.60	420.00
19,800	yd. mi.	Truck Haul on Special Borrow		0.15	2,970.00
1,500	cu. yds.	Rock Slope Protection		2.50	3,750.00
0.47	mile	Finishing Roadbed and Slopes		1,000.00	470.00
86	lin. ft.	18-inch Concrete Pipe		3.50	301.00
3	lin. ft.	24-inch Concrete Pipe		5.00	15.00
3,500	cu. yds.	Coarse Material in Base		1.20	4,200.00
840	cu. yds.	3/4" - 0 Material in Base and Shoulders		3.50	2,940.00
90	M-gal.	Sprinkling		3.00	270.00
60	cu. yds.	3/4" - 0 Material in Binder Course		5.00	300.00
10	tons	RC-3 Asphalt in Binder Course		45.00	450.00
1,000	tons	Class "B" Asphaltic Concrete		8.00	8,000.00
			Subtotal		$30,126.00
			10% Engr. & Cont.		3,012.60
			Total		$33,138.60

Type Code X021
Crabtree Creek Bridge (Sta. 334+63 to Sta. 336+19)

210	cu. yds.	Structural Excavation	$	12.00	$ 2,520.00
20	cu. yds.	Excavation Below Elevation Shown		15.00	300.00
290	lin. ft.	Furnish Steel Piling		6.00	1,740.00
8	only	Drive Piles		70.00	560.00
320	cu. yds.	Class "A" Concrete		62.00	19,840.00
78,000	lbs.	Metal Reinforcement		0.115	8,970.00
All Required		Provide for Traffic & Remove Old Bridge			2,500.00
			Subtotal		$36,430.00
			10% Engr. & Cont.		3,643.00
			Total		$40,073.00

REC'D

Length of Roadway	0.473 Mile
Length of Structure	0.029 Mile
Total Length	0.502 Mile
Cost of Roadway per Mile	$70,060.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$33,138.60	$20,369.00	$12,769.60
Structure	40,073.00	24,631.00	15,442.00
	$73,211.60	$45,000.00	$28,211.60

RECEIVED
JUN 18 1954
FOR FILING

June 17, 1954

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4168, which was awarded to you on May 11 by the State Highway Commission, for construction of the Crabtree Creek Bridge Section on the Albany-Lyons Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

-

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 9 1954
FOR FILING

221(-)
4168

June 8, 1954 122-1050

Benton-Lincoln Electric Cooperative, Inc.
P. O. Box 871
Corvallis, Oregon

Gentlemen:

This is your authority to proceed with the moving of your power pole line located on private property on the Crabtree Bridge Section of the Albany-Lyons Highway, in accordance with your estimated cost of $50.00.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RECEIVED
MAY 14 1954
FOR FILING

4168

May 13, 1954

Hamilton and Thorne
P. O. Box 746
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 awarded to you State Highway Contract No. 4168 for construction of the Crabtree Creek Bridge Section on the Albany-Lyons Highway about four miles south of Scio in Linn County. This award was based on your bid of $74,654.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaeyer, Secretary
OREGON STATE HIGHWAY COMM.

by

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
G. S. Paxson
R. G. Savage, SIAC

RECEIVED
Filing

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-223(5)
HGF
S-223(5)

April 26, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-223(5), Crabtree Creek Bridge Section of the Albany-Lyons Highway have been approved as of this date. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending advice that all rights of way or rights of entry have been acquired.

Very truly yours,

C. C. POLK
District Engineer

RECEIVED
MAY 6 1954
STATE HIGHWAY COMMISSION

hgf

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 14, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change dated April 9, 1954 relative Item 252, Project S-223(5) was approved April 13, 1954.

Very truly yours,

C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
APR 15 1954
STATE H... V

RECEIVED
DEC 7 - 1953
FOR FILING

5-22-(1)
11-5
Crabtree Creek

[illegible], 1953

[illegible] State Highway Commission

[illegible]

Gentlemen:

[illegible] have, in our approved secondary highway program, reconstruction of the Crabtree Creek bridge on the Albany-Lyons [illegible] highway. The new bridge will be on new direct alignment to replace the existing sharp curvature. The old bridge is a very narrow, old-type covered bridge, and it has been the scene of many accidents.

[illegible] a sketch herein by indicating, in red coloring, the new location for the bridge and approaches thereto, and I respectfully [illegible] your approval of the new survey.

This matter will be on the next agenda.

Very truly yours,

[illegible]
[illegible] Highway Engineer

WCW:RHB:me
[illegible]

cc Mr. H. G. Smith

FORM H-30 37,000 4-52 80000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1953

NOTED
W. C. WILLIAMS

SUBJECT:

To:
Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Sir:

Herewith seven prints of a map of the Crabtree Creek Bridge Section on the Albany-Lyons Secondary Highway, to be used in securing Commission approval of the relocation. It will probably be necessary to condemn this property before we can enter upon it to complete the survey.

This project is scheduled for letting in March, 1954, so adoption of the Commission at this meeting is very necessary.

Very truly yours,

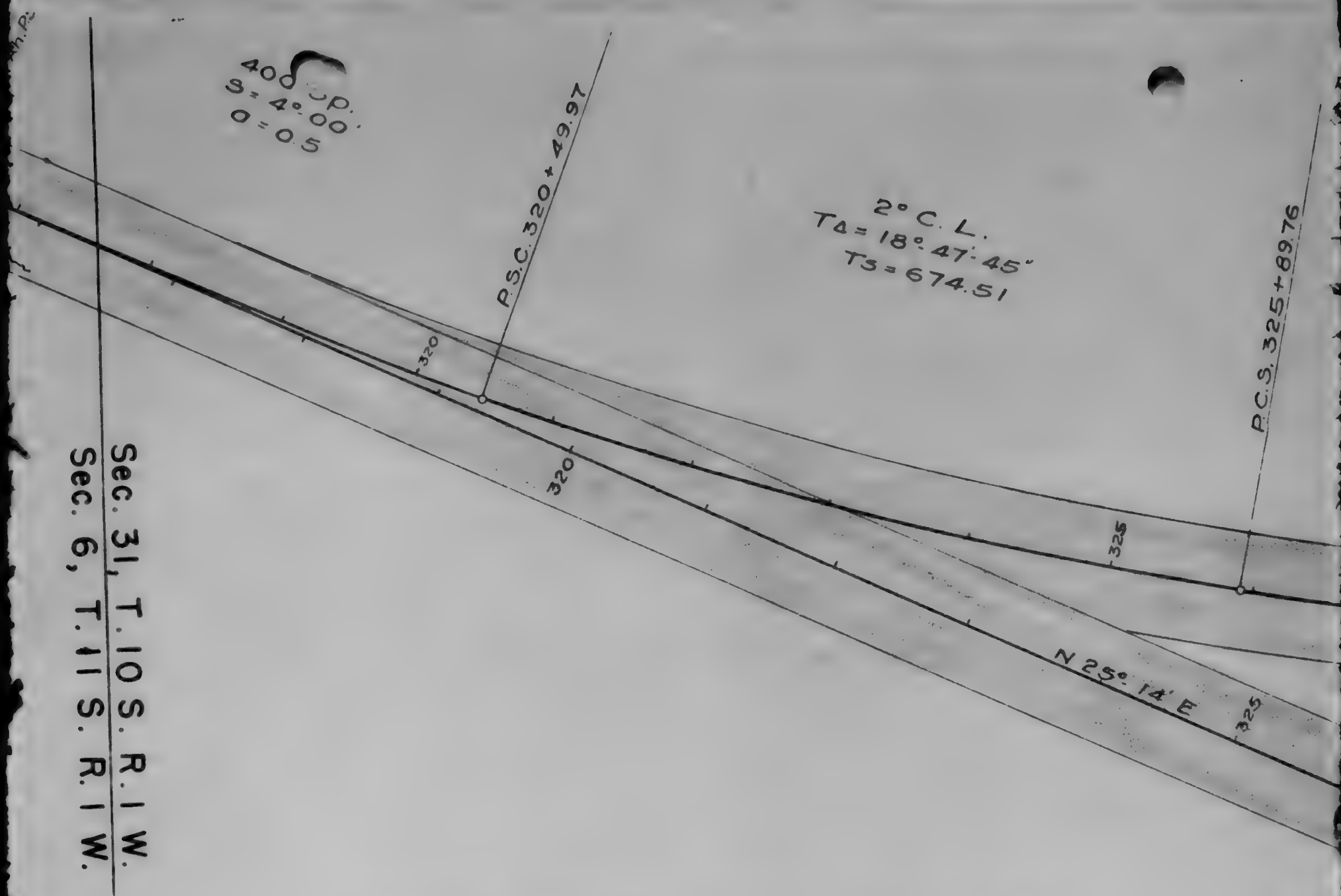
H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

CRABTREE CREEK BRIDGE SECTION

ALBANY LYONS SECONDARY

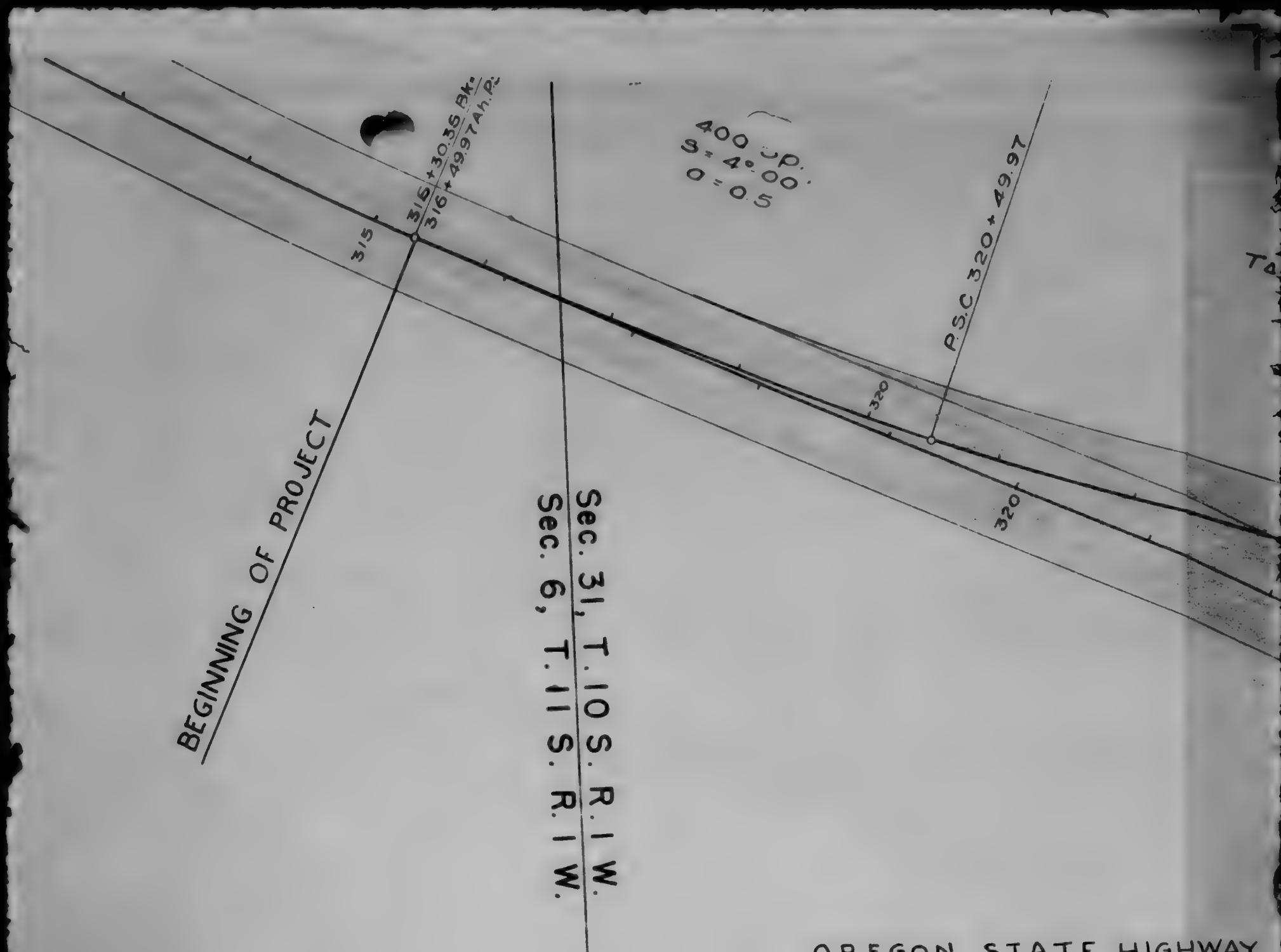
LINN COUNTY

Nov. 1953

Scale 1" = 100'

DEPU

Date



OREGON STATE HIGHWAY

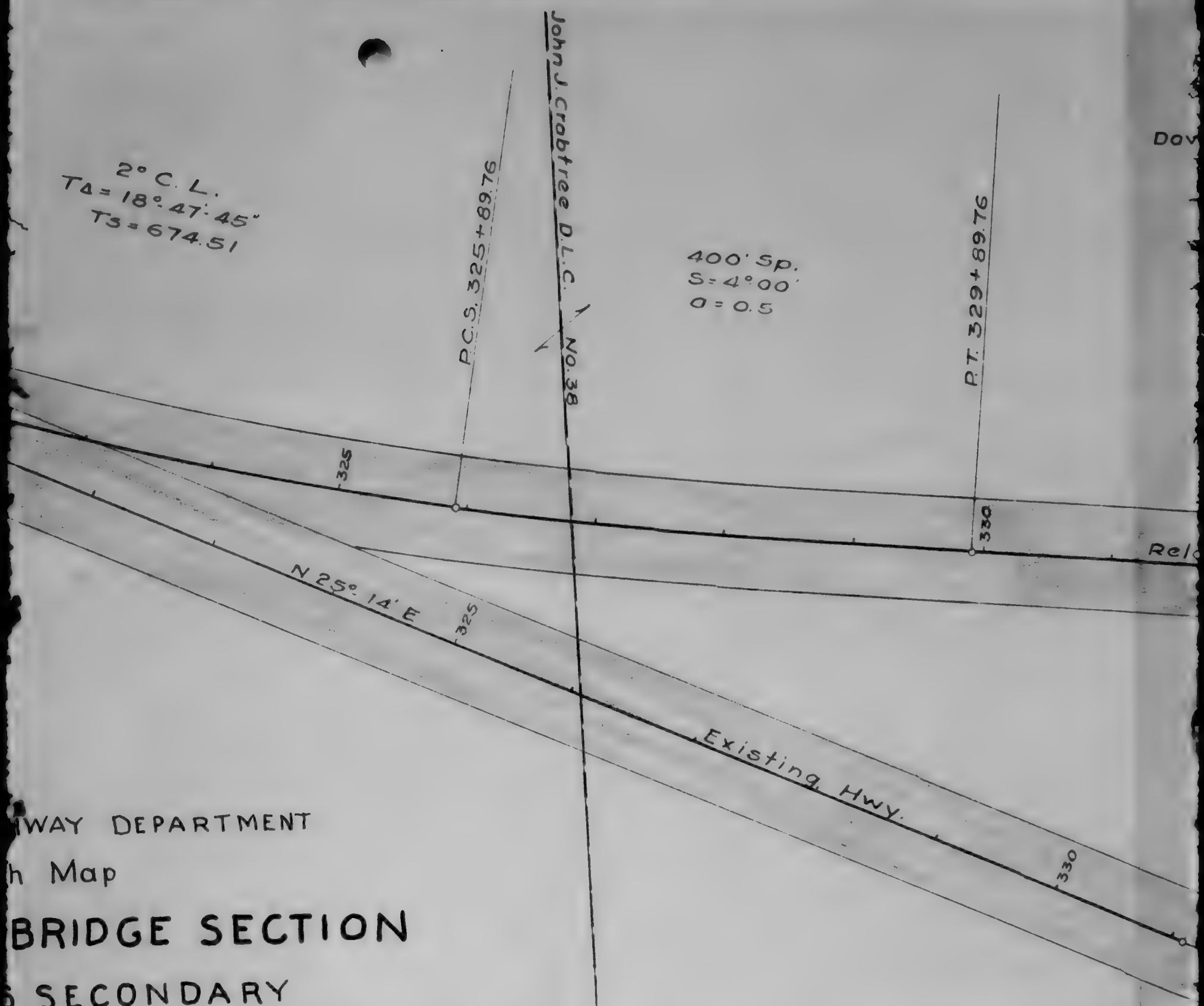
Sketch Ma

CRABTREE CREEK BRID

ALBANY LYONS SEC

LINN COUNT

Nov. 1953



WAY DEPARTMENT

h Map

BRIDGE SECTION

SECONDARY

COUNTY

Scale 1" = 100'

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 12-2-53

David B & Clara Horsburgh
161-183
88-181
162-357

Relocated Hwy.

335

CRABTREE

N6°-26'-15" E

P.C. 331 + 11.57

16° C.L.
Δ = 43°-29'-15"
Ts = 142.81

P.T. 335 + 83.34

335

N18°15'15"W

337+92.82 P.S.

200' Spi
S=8°
a=4

CREEK

Sec 31

Dec

N 6°26'15" E

345

TYPICAL SECTION

14' 10' 14'

℄

END OF PROJECT

343+01.47 P.T.

200' Spiral
S=8°
D=4

341+01.47 P.C.S.

8° C.R.
IΔ=24°41'30"
TS=257.20

339+92.82 P.S.C.

200' Spiral
S=8°
D=4

340

337+92.82 P.S.

E

F-28(4) Malheur River Bridge. 1954
#4169

F-28(4) Malheur River Bridge. 1954
#4169

RECEIVED
AUG 1) 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 12, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4167			
4169	2-Final	George E. Berry	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15886	R-129021	$ 2,600.83	8/11/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1954

Time Extensions: to April 30, 1955 without penalty

Completion Date: April 29, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-16-1955

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 17 1955

Ruth Rawlings

RECEIVED
AUG 1 - 1955
FOR FILING

August 1, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4169 for constructing Malheur River Bridge on the Central Oregon Highway in Malheur County was completed by the contractor, George E. Berry, on April 29 and was formally accepted by the Highway Commission on May 25, 1955.

Final payment in the amount of $2,600.83 will be released to the contractor on or after August 11, 1955. The total contract amount is $66,940.93 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 25 1955
FOR FILING

March 24, 1955

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to George E. Berry a portion of the funds heretofore retained by the Commission on contract No. 4169, covering construction of the Malheur River Bridge on the Central Oregon Highway in Malheur County.

This payment in the amount of $3,242.10 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,989.90. The present payment will be released on or after April 4, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 9 1955
COMMISSIONERS
"ESR. FILING"

COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

F-28(4)
4169

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 8, 1955

Mr. George E. Perry
1550 N. . Cedar St.
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on March 2 had under discussion your request for an extension of time, from October 31, 1954 to April 30, 1955, within which to complete your contract No. 4169 covering construction of the Malheur River Bridge on the Central Oregon Highway in Malheur County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Enrique Rodriquez
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 7 1955
FOR FILING

February 4, 1955

Oregon State Highway Commission

Request for extension of time
No. 6
March 2 and 3 meeting.

Gentlemen:

Re: Malheur River Bridge
Contract No. 4169

George L. Berry, contractor for the Malheur River Bridge on the Central Oregon Highway in Malheur County, has requested an extension of time from October 31, 1954, to April 30, 1955, in which to complete the contract.

This structure is now complete with the exception of finishing the concrete surfaces. Traffic has not been routed over this structure as the fills have not been completed at the ends of the structure.

While part of this extension is probably excused due to the contractor's failure to start work promptly upon being awarded the contract, the State has been caused no additional engineering expense due to the delay. It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS/da
Attached

RECEIVED
FOR FILING
F - 1 (1)
4167

June 29, 1954

George E. Berry, Contractor
1550 N. W. Cedar St.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4169, which was awarded to you on May 11 by the State Highway Commission, covering Malheur River Bridge on the Central Oregon Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 14 1954
FOR FILING

4169

May 13, 1954

George E. Berry
1550 N. W. Cedar
Beaverton, Oregon

Dear Sir:

The State Highway Commission on May 11, 1954 awarded to you State Highway Contract No. 4169 for construction of the Malheur River Bridge on the Central Oregon Highway east of Vale in Malheur County. This award was based on your bid of $69,760.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
C. S. Paxson
R. G. Savage, SIAC

RECEIVED
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-28(4)
4169
7-28 (4)

April 26, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-28(4), Malheur River Bridge, Vale-Cairo Section of the Central Oregon Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 3 1954
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

F-28(4)
4169

Salem, Oregon
November 5, 1953

Mr. F. B. Crandall

We are not justified at this time in building a new bridge or relocating the highway at the Malheur River Bridge crossing on US30 immediately north of Ontario.

In studying the sketch map submitted with your report it appears that sufficient signs are in place for the protection of traffic. We further note that of the two fatalities occuring in August and September one was by reason of excessive speed and intoxication. The other fatality was caused by excessive speed. We can not rebuild our highways to care for such accidents as this. Furthermore, the present highway is being rebuilt on a new location within the next two or three years, and this would further make unjustifiable the construction of a new bridge.

W. C. Williams

WCW:ms

cc Mr. Forrest Cooper

FORM S-30 25M 8-51 83218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1953

SUBJECT: Accidents on Malheur River Bridge
US30, Hwy. No. 6, M.P. 415.39

To: W. C. Williams
Asst. State Highway Engineer
Office

NOTE -
W. C. WILLIAMS

The north approach to the Malheur River Bridge on US30 has been the site of two fatal accidents during the past two months. As a result I had an investigation of this location made and although evidence pointed strongly to driver negligence, the sight was inspected for such deficiencies as were claimed by those involved in the accidents. Attached hereto is a sketch map showing the highway alignment, existing signs, a tabulation showing the accidents that have occurred at this location during the last three years and eight months, and two photographs which portray conditions at the location.

From the attached sketch it will be noted that the southbound approach to the bridge is on a curve; the 400 ft. scale map indicates that this is a 10° curve unspiraled. The super elevation for this curve has been attained by raising the outside of the curve from near M.P. 415.23 and returning to the tangent grade of the bridge. The southbound approach to this curve is a 1.57 mile tangent.

The curve immediately south of the bridge is a 6° curve and is also without transition spirals. The approaches to this curve are 0.18 mile and 0.41 mile tangents north and south respectively.

The pavement approaching the structure is asphaltic concrete 22½ feet wide with 4 to 6 ft. graveled shoulders. The structure deck is 20 feet wide and currently has no sidewalk. During the hour and a half our representative was at this site, no pedestrian traffic was noted.

Between January 1, 1950 and August 31, 1953 there have been nine accidents at this bridge. The relevant data are tabulated on the attached listing. There is one facet common to all except the first two accidents tabulated: each vehicle failed to negotiate the southbound approach. Inasmuch as there are no reports from the northbound drivers charged with driving on the wrong side and no single vehicle accidents reported wherein northbound vehicles failed to negotiate the curve, there is opportunity to doubt the hazard that would cause northbound vehicles to cross the center line.

Therefore, it seems that some factor existed which surprised southbound vehicles. With five of the nine cited accidents occurring during hours of darkness, the hazard after dark appears only slightly less noticeable than during daylight. It would be a natural conclusion to charge driver carelessness as the principal contributing item. However, since the alignment leaves considerable to be desired, the elimination of the surprise element should be studied.

It would be the recommendation of this office that consideration be given to programming realignment of the short section and construction of a new bridge at this location.

F. B. Crandall
Traffic Engineer

JAH:jr
Attachments

cc - Forrest Cooper (Attachment)

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

ACCIDENT RECORD
MALHEUR RIVER BRIDGE

Jan. 1, 1950 - Aug. 31, 1953

Date	Hour of Day	Surface Condition	Severity*	Casualties Killed	Casualties Injured	Remarks
4-50	10:30 AM	Wet	PD	---	---	Slid into vehicle stopped by construction.
9-50	1:30 PM	Dry	PD	---	---	Hit in rear after stopping for truck on bridge.
11-50	6:15 PM	Dry	NF	---	1	Blinded by oncoming headlights; drove off curve.
3-52	9:00 PM	Dry	NF	---	1	Forced off road by northbound vehicle.
7-52	10:30 PM	Dry	NF	---	3	Probable excessive speed.
11-52	6:05 PM	Dry	PD	---	---	Lost control on west shoulder.
1-53	8:15 AM	Snow	NF	---	1	Skidded into bridge rail.
5-53	6:30 PM	Dry	PD	---	---	Northbound vehicle on wrong side of road.
6-53	11:30 PM	Dry	PD	---	---	Northbound vehicle on wrong side of road.
8-53	10:00 PM	Dry	F	1	3	Excessive speed; intoxicated (Fatal).
9-53**	4:50 PM	Dry	F	1	3	Excessive speed.

* PD, Property Damage; NF, Non-Fatal; F, Fatal
** Other accidents for September 1953 not yet available.

1

2

Typical Views

US30 - Hwy. No. o - M.P. 415.39
Malheur River Bridge

1. Looking Northbound

2. Looking Southbound

2

Typical Views

US30 - Hwy. No. 6 - M.P. 415.39
Malheur River Bridge

1. Looking Northbound

2. Looking Southbound

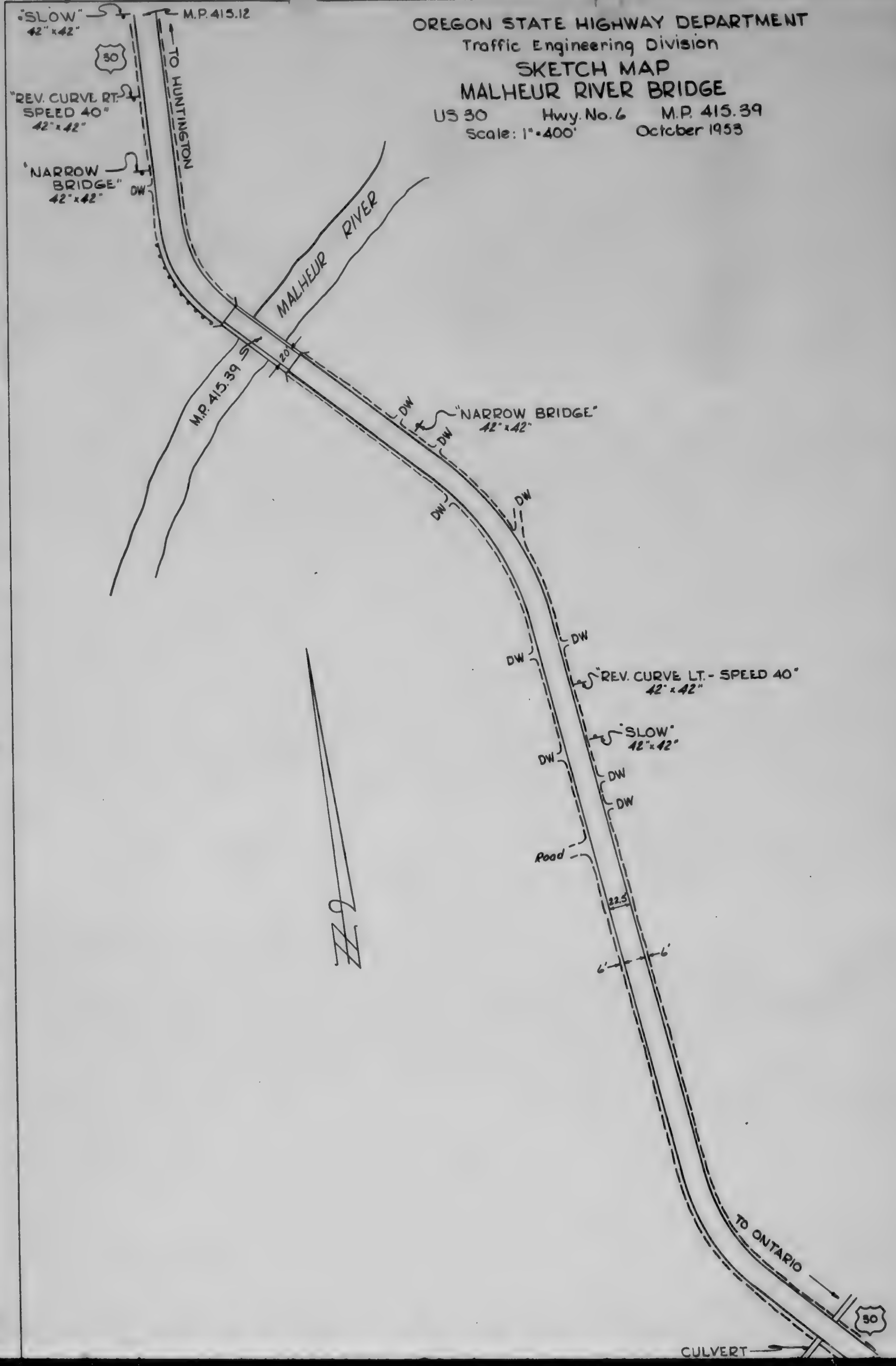
OREGON STATE HIGHWAY DEPARTMENT

Traffic Engineering Division

SKETCH MAP
MALHEUR RIVER BRIDGE

US 30 Hwy. No. 6 M.P. 415.39

Scale: 1" = 400' October 1953



Scale: 1"=400' October 1955

42"x42"

"NARROW BRIDGE" 42"x42"

DW

NOLSON

MALHEUR RIVER

M.P. 415.39

20'

DW

"NARROW BRIDGE" 42"x42"

DW

DW

DW

DW

DW

"REV. CURVE LT. - SPEED 40" 42"x42"

"SLOW" 42"x42"

DW

DW

DW

Road

22.5'

6'

6'

TO ONTARIO

30

CULVERT M.P. 416.20

ZZ

78-831¢ Buchanan-Vale Rock Prod. 1974
on the Central Freq. and
4170 Vale-East Hwy.

RECEIVED
AUG 5 - 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) July 25, 1955

(CONTRACT NO.) 1117

(EST. NO.) 6-Final

(CONTRACTOR) C. E. Isaacberg

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14681	B-127724	$ 2,071.66	7/22/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to April 1, 1955 without penalty

Completion Date: March 15, 1955

Date Accepted: April 13, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
JUL 12 1955
FOR FILING

July 11, 1955

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S.W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State Highway Contract No. 4170 for rock production on the Buchanan-Vale Section of the Central Oregon and Vale-West Highways in Malheur and Harney Counties was completed by the contractor, C. E. Leseberg, on March 15, 1955 and was formally accepted by the Highway Commission on April 13, 1955.

Final payment in the amount of $2,071.66 will be released to the contractor on or after July 21, 1955. The total contract amount is $69,306.28 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc:

NOTED ON CARD
gl

RECEIVED
MAY 3 1955
FOR FILING

May 2, 1955

REGISTERED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to C. H. Leseberg on contract No. 4170, for rock production on the Buchanan-Vale Section of the Central Oregon and Vale-West Highway in Malheur and Harney Counties. This payment, in the amount of $17,325.88, will be released to the contractor on or after May 12, 1955. The retained percentage is $2,079.42.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

Form E-1--1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 19, 1955

Section Buchanan-Vale

Highway Central Or gon and Vale-West

Contractor C.E. Leseberg

Date of contract May 17, 1954

Date work started September 7, 1954

Project authorization $75,858.75
Exclusive of Engineering $70,464.35

Kind of work Rock Producti n

Section prefix 23-8315

Contract number 4170

Date of completion September 30, 1955

Estimated date of completion March 15, 1955

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $67,130.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $5,394.40

Engineering cost to date $ 5,027.90, 93 %

Date project was completed March 15, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished crushing on this project March 15, 1955. Contractor has started moving his equipment.

Field crew finished remeasuring stockpiles Wednesday. Spent remainder of week in office computing areas an volumes. Expect to be able to final this project by the end of the month.

NOTED
OSCAR CUTLER

FINAL REPORT THIS PROJECT

NOTED
B. A. MARTIN

NOTED
FOREST COOPER

Signed Alvin J. Wallace

Address Burns

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

DECEIVED

G

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			24,500		
Estimated quantities moved or placed to date			24,500		
Average daily quantities			253		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			7		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						Supervisors	1
Men and teams						Skilled	3
Men and trucks under 3 tons						Intermediate	3
Men and trucks over 3 tons						Unskilled	0
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1

Compressors ....., Bulldozers 1, Sheep-foot rollers ....., Trucks, 3. ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Snow Flurries	None	
Tuesday	Pt.Cloudy	"	
Wednesday	Clear	"	
Thursday	"	"	
Friday	"	"	
Saturday			

FORM S-122 50M REVISED

RECEIVED
FEB 3 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

ebruary 1, 1955

. . Jacobs
701 Pence St.
Yreka, Oregon

Dear Sir:

he tate Highway Commission at its meeting held on January 1 has under discussion your request for an extension of time from December 1, 1954 to April 1, 1955 within which to complete your contract no. 1179 for rock production on the Cochran-Vale section of the Vale-Post High-ways in Malheur and Harney Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: . I arson,
ivision Engineer

lvin allace,
esident Engineer

. . with,
Construction Engineer

RECEIVED
DEC - 8
FOR FILING

23 - 13
41720

December 27, 1954

Oregon State Highway Commission

Request for extension of time
No. 7
January 18 and 19 Meeting

Gentlemen:

Herewith is a request from C. H. Lesseberg for an extension of time on the Wenatchee-Vale Rock Production Project, Contract No. 4170, from December 1, 1954 to April 1, 1955.

The contractor has been held up due to bad weather and also suffered several major breakdowns, which have also tended to delay the work. Material to be produced under this contract is not needed until 1955 and I recommend, therefore, that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

EAP:jv fp

RECEIVED
NOV 15 1954
FOR FILING

2-1-15
4170

November 8, 1954

M. . . Meeberg
[illegible] Reece t.
Tyrne, Oregon

ear ir:

The tate i hwy Commission, at its meeting held on ctober 2[illegible], 1[illegible], was under discussion your request for an extension o time from ctober 30, 1954 to ecember 1, 1954 within which to complete your contract o. 4170, for rock production on the Buchanan-Sele ection of the Central Oregon and ale- ast ighways in alheur and urney Counties.

e are pleased to inform you that the ighway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the tate Highway ngineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

ery truly yours

. . Glaisyer, ecretary

:
loyd ury, assistant ecretary

gl

cc: . . arson,
ivision ngineer

alvin allace,
esident ngineer

. C. mith,
Construction ngineer

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Oregon State Highway Commission

Request for extension of time
No. 11
October 28 and 29 Meeting

Gentlemen:

Herewith is a request from C. E. Lensberg for an extension of time on the Beehman-Vale Rock Production, Contract No. 4170, from September 30, 1954 to December 1, 1954.

The contractor has been operating continuously all season on state contracts in this area, and at the request of the engineer has completed several more important projects before beginning work on this one. The materials being crushed under this contract will not be needed until next spring, and I recommend, therefore, that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
JUN 30 1954
FOR FILING

4170

June 29, 1954

Mr. C. E. Leseberg
201 Reece Street
Nyssa, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4170, for rock production on the Buchanan-Vale Section of the Central Oregon and Vale-West Highways in Malheur and Harney Counties, awarded May 11, 1954.

Contract No. 4199, for grading and surfacing on the Hy-Line Road Section of the Hy-Line Road in Malheur County, awarded June 1, 1954.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAY 14 1954
FOR FILING

4170

May 13, 1954

C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4170 for the Buchanan-Vale Rock Production Project on the Central Oregon and Vale-West Highway east of the city of Vale in Malheur County. This award was based on your bid of $67,130.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

RECEIVED

FORM E-20 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

23-931-C

4170

Salem, Oregon
May 12, 1954

SUBJECT: File 21859 - U. S. A.
Juntura-Vale Section
Central Oregon Highway
Malhuer County

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

NOTED
State Highway Engineer

We have received permission from the Bureau of Land Management to use the 40 acres which we applied for under the above file as a source of road building materials. This decision completes the right of way purposes on the Buchanan-Vale Rock Production Project and the contract may be awarded at any time.

E F Chidsey

E. F. CHIDSEY
Ass't. Right of Way Engineer

EFCfn

Copy made for Mr. Probert

330-1[illegible] Harold's ("K" St.) Prod. & Dev. 19[illegible].

4171

FORM S-123 50M REVISED 3-55

RECEIVED
OCT 4 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN, Coos Bay
CHAS. H. REYNOLDS, MEMBER, La Grande
M. K. McIVER, MEMBER, Portland
H. B. GLAISYER, SECRETARY

32-17-7
4171

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK, STATE HIGHWAY ENGINEER
W. C. WILLIAMS, 1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER, 2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD, CHIEF COUNSEL

October 3, 1955

Mr. Leslie Harris
605 S. E. Court St.
Pendleton, Oregon

Dear Sir:

The State Highway Commission, at its meeting holden September 22, had under discussion your request for an extension of time from September 30, 1954 to August 4, 1955 within which to complete your contract No. 4171, for grading and paving on Umatilla ("K" Street) section in Umatilla County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

G. C. McKinney,
Resident Engineer

H. O. Smith,
Construction Engineer

OREGON STATE HIGHWAY DEPARTMENT

(date)

September 23, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4171	3-Final	Leslie Harris	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19055	B-132425	$ 509.00	9/23/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Aug. 4, 1955 without penalty

Completion Date: Aug. 4, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-26-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Hoyd Avery
Ass't. Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
SEP 13 1955
FOR FILING

September 12, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention : Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4171 for work performed on the Umatilla ("K" St.) Section in Umatilla County was completed by the contractor, Leslie Harris, on August 4, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $6,605.94 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

RECEIVED
SEP 6 - 1955
FOR FILING
330-1717
Hill

September 2, 1955

Request for extension of time
No. 6
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Leslie Harris for an extension of time on the Umatilla (K Street) grading and paving project, Contract No. 4171, from October 30, 1954 to August 4, 1955.

An extremely wet fall prevented paving, and the contractor was ordered to suspend work on the project until this summer. The surfacing and binder course was completed last fall and very satisfactorily handled the traffic during the winter months. It caused no inconveniences to the traveling public or added expense to the state.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
AUG 25 1955
FOR FILING

330-707
4111

August 24, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S.W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. O. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Leslie Harris on contract No. 4171, for grading and paving on the Umatilla ("F" St.) Section in Umatilla County. This payment, in the amount of $4,007.86, will be released to the contractor on or after September 3, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

Form E-1—1064

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 6, 19 55

Section Umatilla ("K" Street)

Highway City Street

Contractor Leslie Harris

Date of contract 5/11, 19 54

Date work started 10/8/, 19 54

Project authorization $7618.50

Exclusive of Engineering $7076.74

Kind of work Grading & Paving

Section prefix 330-1707

Contract number 4171

Date of completion 9/30, 19 54

~~Estimated~~ date of completion Aug. 4, 19 55

Per cent of time elapsed 316.9 %

Estimated cost of completed project, exclusive of engineering $6605.94

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $541.76

Engineering cost to date $ 724.25, 13 3 %

Date project was completed Aug. 4, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor started paving Tuesday Aug. 2 and placed Base Course , hauling Class B Mix from "Russel Olsen's Plant" at Pendleton.

The top course and shoulder Material was placed on Wed and Thursday.

Forms for Request of Extention of Time were mailed to the Contractor.

The Semi-Estimate will be forwarded on Monday Aug. 8..

NOTED
W. T. WRIGHT

RECEIVED
AUG 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed L. L. McKinney

Address P. O. Box 542 Hermiston

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING A. C.
Miles in project	0.15	0.15		0.15	
Miles partially completed					
Miles completed	0.15	0.15		0.15	
Total estimated quantities					
Estimated quantities moved or placed to date	346 C.Y.	850 C.Y.		3.2 Tons	303.2 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					10
Average force on project for week					12

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders .....1....., Rollers .....2....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., Trucks . .....7....., (Paving Plant-Commercial).....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

NOTED
W. T. WRIGHT

RECEIVED
FOR FILING
230 - 1727
4171

June 29, 1954

Mr. Leslie Harris
805 S. E. Court St.
Pendleton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4171, which was awarded to you May 11 by the State Highway Commission, for grading and paving on the Umatilla ("K" Street) Section in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 14 1954
FOR FILING

240-1164
4171

May 13, 1954

Mr. Leslie Harris
805 S. E. Court
Pendleton, Oregon

Dear Mr. Harris:

The State Highway Commission on May 11, 1954 awarded to you State Highway Contract No. 4171 for the Umatilla ("K" Street) Grading and Paving Project in Umatilla County. This award was based on your bid of $6,77..00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

RECEIVED
APR 19 1954
FOR FILING

330-1707

4171

Umatilla

April 16, 1954

Miriam McKenzie, City Recorder
City Hall
Umatilla, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Umatilla covering the Special City Allotment project on "K" Street from Third Street to Front Street, a distance of approximately 0.15 mile, in the city of Umatilla.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 19 1954
FOR FILING

fele

Salem, Oregon
April 16, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Umatilla covering the Special City Allotment project in the city of Umatilla.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Umatilla, Oregon.

Very truly yours

Secretary

rm
Attach:

FORM E-30 2SM 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project in Umatilla.

Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

This project was approved by the Commission Dec. 10, 1953.

Dec. 10, 1953
H B Slaughter

4 - C 54

ORDINANCE No. _____ 53

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF UMATILLA, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH THE STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF "A" STREET FROM THIRD STREET TO FRONT STREET AND DECLARING AN EMERGENCY.

WHEREAS, the City of Umatilla, Oregon, has heretofore made application to the State of Oregon, acting through the State Highway Commission, for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of "A" Street from Third Street to Front Street, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, the City to pay all costs in addition to $15,000.

The People of the City of Umatilla do ordain as follows:

Section 1. That that certain form of agreement herein above referred to be entered into by the City of Umatilla, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of "A" Street from Third Street to Front Street and is hereby approved and accepted as so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. WHEREAS, it is necessary that said improvements be made in the spring or summer of 1954, while the weather permits, and WHEREAS the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Umatilla, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

PASSED by the City Council by a unanimous vote of the members present and approved by the Mayor this 6th day of April, 1954.

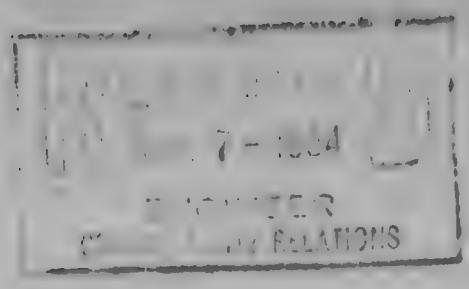
Ayes 6
Nays 0
Absent 0

Morgan I. Williams
Mayor

ATTEST:

Miriam McKenzie
City Recorder

CERTIFICATE



STATE OF OREGON)
COUNTY OF UMATILLA) ss
CITY OF UMATILLA)

I, Miriam McKenzie, do hereby certify that I am the duly elected, qualified and acting City Recorder of the City of Umatilla, Oregon; that the minutes of the regular meeting of the City Council held in the City Hall on Monday, April 5, 1954, at 8:00 P.M., at which the Ordinance relating to the agreement between the City of Umatilla and the State of Oregon acting by and through its State Highway Commission for the improvement of "K" Street from Third street to Front street and declaring an emergency, reveal that there were present at said meeting the following members o f the City Council:

Mayor, Morgam L.Williams, and Councilmen Walter Anderson, William Nugent, Joe Alexander, William Thompson , Carl F Golde and Frank Nobles. Absent, None.

Furthermore, that the following is an excerpt from the minutes of said meeting in so far as said minutes relate to the introduction and passage by said Council of Ordinance # 254 of said City.

The form of Ordinance entitled : " An Ordinance providing for a form of agreement by and between the City of Umatilla, Oregon, and the State of Oregon acting by and through its State Highway Commission for the improvement of "K" street from Third street to Front street and declaring an emergency, was presented to the Council.

After discussion, Councilman Anderson thereupon moved that said ordinance be given its first reading; Councilman Nugent seconded said motion, and by unanimous consent, the same was thereupon read at lenght, section by section by the Recorder.

On motion of Anderson, seconded by Councilman Golde and adopted by unanimous consent, said proposed ordinance was thereupon read by title only.

Upon motion ofAnderson, seconded by Nobles and unanimously passed an energency was declared to exist and that said ordinance be placed on final passage.

The question then being upon the passage of said ordinance, the Mayor put the question and the vote was taken which resulted as follows:

Voting Aye: Councilman Anderson, Nugent, Alexander, Golde, Thompson and Nobles.
Voting Nay: None.

The Mayor then announced that the ordinance had received the unanimous vote of the whole council and had been duly passed. The Mayor then approved said ordinance and it was numbered No.253.

Dated this 6th day of April, 1954.

Miriam McKenzie
Recorder of the City of Umatilla

CHARTER OF THE CITY OF UMATILLA

1949

CHAPTER III

Section 8. "FORM OF GOVERNMENT: The government of the city shall be vested in a council and a mayor."

to John Graham
City & County Relations
re Agreement & Ordinance
Approved as to form.
McA.- 4/7/54

CITY OF UMATILLA
Umatilla, Oregon

"HOME OF MCNARY DAM"

MORGAN WILLIAMS, Mayor

MIRIAM McKENZIE, City Recorder

March 16, 1954

State Highway Commission
Salem, Oregon

Dear Sir:

The City of Umatilla agrees to move the trees, fence and all other obstructions on the ball park, all west of K Street, that are necessary for the construction on K Street from 3rd Street to Front Street.

Sincerely Yours,
Morgan Williams
Morgan Williams
Mayor of Umatilla

R E S O L U T I O N

3-1L-53

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

RECEIVED

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Umatilla is an incorporated city of the State of Oregon, and has a population of 883, as given by the latest official census, and

WHEREAS, the following streets of said city,

Front street from "G" to "I"

K street from Third to Front

B street from Third to Sixth

Form cc-50
Special City Allotment

R E S O L U T I O N

3-16-53

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Umatilla is an incorporated city of the State of Oregon, and has a population of 883, as given by the latest official census, and

WHEREAS, the following streets of said city,

Front street from "G" to "I"

K street from Third to Front

B street from Third to Sixth

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Front street from "G" to "I"

"K" street from Third to Front street

"B" street from Third to Sixth

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Umatilla does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Willis Thompson William Nugent as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 16th day of March, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Umatilla at a regular or special meeting of said Council, held on the 16th day of March, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17th day of March, 1953.

Miriam McKenzie
City Recorder

COLUMBIA RIVER

0.12 mile

0.15 mile

To Channel

CITY LIMITS

WITZLER AVE

FRONT

FIRST

SECOND

THIRD

FOURTH

FIFTH

SIXTH

SEVENTH

EIGHTH

NINTH

ST.

Athletic Field

EQUATION

UNION PACIFIC (O.W.R.&N.)

OVERCROSSING
2-40 conc. Spans
1-60'
1-35'

City Limits

To Wallula

COLUMBIA RIVER HWY.

To Wallula
To Pendleton
S 89°06' E - S 89°08' E

To Pendleton

PERIA

STORM AVE

RANDALL

EIGHTH ST.

City Limits
Annexed 1944

17

P (Round)

UMATILLA

City Limits

RIVER

To Herriman

2-16 conc. Spans
3-3 conc. Arches
3-16 conc. Spans

UMATILLA

Scale in Feet

0 400 800 1200

Rev 9-20 49

F-221(3) Clatskanie-Delena Sec., 1954
Columbia River Hwy.

#4172

F-221(3)
4172

W. C. Williams

FINAL COST ANALYSIS

November 23, 1956

Clatskanie - Delana W. C. WILLIAMS
Contract No. 4172

Surfacing and Paving
Rogers Construction Company, Cont'r
Frank F. Turpin, Resident Engineer

Columbia River Highway
Prefix: 5-1029-201(41)

Items	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Concrete Islands	96.13	Cu. Yd.	$ 5.00	$ 4.00	$ 384.52	$ 4,342.82
1" Electrical Conduit	214.7	Lin.Ft.	1.25	1.02	219.99	268.38
1" Elec. Conduit	96.4	Lin.Ft.	2.00	1.64	141.70	172.80
Metal Mark Rail	5,495	Lin.Ft.	2.75	1.84	7,221.35	10,798.75
Metal Sight Posts	212	Each	2.00	1.75	371.00	424.00
2½"-0 Mat'ls in Base	74,508	Cu. Yd.	2.00	1.60	130,424.00	149,056.00
3/4"-0 Mat'ls in Base and Shoulders	19,746	Cu. Yd.	2.00	1.60	29,345.50	25,492.00
Sprinkling	2,847.3	M/gal.	1.50	1.25	3,559.13	4,270.95
3/4"-0 Mat'l in Binder Course	3,504	Cu. Yd.	2.50	2.28	3,409.12	3,760.00
RC-3 Asphalt in Binder Course	193.17	Ton	40.00	37.50	7,246.88	7,326.80
Class "B" Asphaltic Concrete	25,010.965	Ton	5.25	4.58	114,549.76	131,307.04
Agg. in Oil Mat Wearing Surface	2,345	Cu. Yd.	3.00	2.53	5,932.85	7,035.00
150-200 Asph. in Oil Mat Wearing Surf.	192.05	Ton	40.00	37.50	7,226.87	7,282.05
RS-1 Asph. in oil mat Wearing Surface	67.29	Ton	45.00	42.50	2,859.83	3,028.05
¼"-¼" Cr. Mat'ls in Stockpile	1,700	Cu. Yd.	2.00	1.60	2,720.00	3,400.00
¼"-0 Cr. Mat'ls in Stockpile	2,300	Cu. Yd.	2.00	1.60	3,680.00	4,600.00
¼"-10 Cr. Mat'ls in Stockpile	309.05	Cu. Yd.	2.00	1.60	494.48	618.10
PA #1 Asph. Conc. Traffic Markers	272	Lin.Ft.	1.25	.78	212.16	340.00
PA #3 Extra Haul on Base Materials	148,726.5	Yd. Mile	.12	.097	14,426.47	17,847.18

Clatskanie-Delena
Contract No. 4172

FINAL COST ANALYSIS
(Continued)

Columbia River Highway
Prefix: 5-1029-291(41)

Items	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #4 1½"-0 Key Material	8,028	Cu. Yd.	$ 1.00	$ 1.60	$ 12,844.80	$ 8,028.00
Furnish Bulldozer (PA #5)	68	Hours	14.70	9.81	667.08	999.60
PA #5 Furnish Grader	4.25	Hours	11.2875	8.37	35.57	47.97
PA #7 Extra Haul on Asphaltic Concrete	37,516.3	Ton Mile	.10	.095	3,101.96	3,751.63
PA #8 Salvage Guard Rail	525	Lin.Ft.	1.80	1.61	844.80	945.00
PA #8 Move Guard Rails	100	Lin.Ft.	.105	.105	105.00	105.00
PA #9 RS-1 Asph. in Seal	113.21	Ton	45.00	42.50	4,811.43	5,094.45
PA #9 ¼"-10 Agg. in Seal	420	Cu. Yd.	4.50	3.53	1,482.60	1,890.00
PA #10 Purchase Excess Cr. Rock in Stockpile	8,502.21	Cu. Yd.	1.00	1.03	8,757.28	8,502.21
Force Account					5,535.63	6,375.31
Deductions: Metal Bomb, Flares						- 12.84
					$369,353.16	$417,073.92

Detail of Cost

Contract No. 4172

Labor:

Supervision	$ 6,127.55	
Labor	105,044.00	
Labor Insurance	6,859.25	
Health and Welfare	2,600.12	
		$120,630.92

Equipment Rental and Miscellaneous:

Equipment Rental (Owned)	$109,646.50	
Equipment Rental (Hired)	17,006.03	
P.L. and P.D.	611.97	
Bond	2,677.45	
Gas, Oil and Grease	20,660.79	
Move In, Freight, and Cartage	8,081.50	
Home Office and Overhead	14,597.59	
Misc. Office Supplies and Small Tools	7,870.16	
		181,151.99

Materials:

Items	Quantities	Unit	Unit Price		
Concrete	96.123	Cu. Yds.	$ 18.50	$ 1,778.28	
1" Electrical Conduit	214.7	Lin. Ft.	.27	57.97	
1½" Electrical Conduit	86.4	Lin. Ft.	.39	33.70	
Metal Guard Rail	3,925	Lin. Ft.	1.31	5,141.75	
Metal Sight Posts	212	Lin. Ft.	1.25	265.00	
RC-3	183.17	Tons	28.95	5,302.77	
Explosives	19.625	Tons	301.00	5,906.76	
RS-1	180.50	Tons	28.40	3,258.02	
150-200	182.05	Tons	25.70	3,314.22	
85-100	1,399.85	Tons	25.70	35,976.15	61,034.62
Force Account				5,535.63	5,535.63
					66,570.25

$368,353.16

Gross Revenue	$417,073.92
Total Cost	368,353.16
Net Profit	$ 48,720.76

Net Profit Equals 11.6% Gross Revenue

arks:

This was a "Regular Federal Aid Project" calling for surfacing of 7.12 miles rock base and shoulders involving approximately 64,000 Cu. Yds. of crushed rock paving with 25,500 tons of asphaltic concrete. Construction of oil mat wearing rfaces on connecting legs and highway shoulders involving approximately 1,800 Cu. s. of aggregates and approximately 182 tons of bituminous cement. Furnish 4,500 . Yds. of crushed materials in stockpile.

The west end of the project is at Station 1674+00, which station is at he west line of Bryant Street in the City of Clatskanie. The east end of the pro- ect is at Station 2053+06.09, which station is near Delena and about 0.90 mile east f the crossing of Lost Creek on the existing Columbia River Highway. The overall ength of the project is 7.1[illegible] miles.

The contract was awarded on May 1[illegible], 195[illegible], work started December [illegible], 1954, nd was completed November [illegible], 19[illegible]5.

The specified quarry, after investigation, proved inadequate and unsuit- able. It was necessary to locate another quarry site, which was done, thereby lengthening the haul under the contract 1.5 miles. There was considerable delay due to change of quarry sites. Stripping of new quarry site started December [illegible], 1954. Drilling of coyote holes was started February 8, 1955; 6 were drilled and loaded with 11 tons of powder. The shot was made April 1, 1955. The crushing equipment was moved in and crushing started April 18, 1955. Good progress was made and 2 shifts were utilized to complete the job as soon as possible. Materials for asphaltic con- crete was produced first, then 3/4"-0 for shoulders and base, and 1½"-0 key materials were hauled directly to the road as was most of the 2½"-0 materials for base. Aug- ust 15, 1955, contractor started moving out crusher and Kibler's paving plant was set up and started paving August 21, 1955. With good production and good weather conditions, the paving was finished September 10, 1955 and the contractor started oiling shoulders and sealing pavement. Contractor worked Saturday, Sunday, and Monday completing paving and oiling.

Equipment used on project: 500 cubic foot compressor, wagon drill, crushing plant, two D-8's with dozers, D-6 with dozer, two dumpsters, one 1½-yard shovel, two blades, water wagon, two rollers, four Euclid trucks, five Euclid bottom dump, pioneer continuous mix paving plant, Barbur Greene, distributor, Hough loader, twelve rented hauling trucks, three pickups and miscellaneous small tools.

Good supervision and equipment in good shape contributed to a good profit.

M. K. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
FEB 8 1956
FOR FILING

F 8819
4/1/2

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 7, 1956

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from October 31, 1954 to November 10, 1955 within which to complete your contract No. 4172, for paving on the Clatskanie-Kelso Section of the Columbia River Highway in Columbia County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
FEB 7 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) January 30, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4172	7-Final	Rogers Construction Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1347	R-141986	$ 22,170.42	1/30/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Nov. 10, 1955 without penalty

Completion Date: Nov. 9, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-6-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 6 1956

Ruth Rawlings

RECEIVED
JAN 30 1956
FOR FILING

January 26, 1956

CERTIFIED MAIL

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4172 for work performed on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County was completed by the contractor, Rogers Construction, Inc., on November 9, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $22,170.42 will be released to the contractor after acceptance by the Commission. The total contract amount is $417,073.92, of which amount $6,375.31 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

RECEIVED
JAN 11 1956
FOR FILING

FORM 850—80M—2-55—Supp.
F-2217.1
117

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1956

SUBJECT:

To:
Mr. E. A. Collier
Maintenance Engineer
Office

About November 27th a fill slide occurred on the recently constructed Clatskanie-Delena Project at Mile 60.04, Station 1792.

The fill at this point is a steep hillside fill and the road is located on a narrow hogsback with drainage both ways. The only way underground water could enter is from the east. The slide is on the northern face of the hogsback.

The slip apparently is caused by the saturation of a very poor quality of fill material by water to the point where the material became fluid and flowed out. There is no slip plane in evidence; neither is there any apparent source of underground water. The saturation likely has occurred from heavy rains saturating surface of fill. The fill went through the previous winter season showing no sign of slippage.

It is planned to replace the fill inasmuch as is possible with rock which is available and the yardage is roughly estimated at 15,000 cubic yards and the cost of replacement:

15,000 Cu. Yds. at $1.25	$18,750.00
Pavement Replacement	250.00
	$19,000.00

cc W.W.S. ✓

J. D. Walker
Division Engineer

JDW:AM

NOTED
W. W. STUFFLEBEAM

RECEIVED
JAN 10 1956
FOR FILING

F 221 (B)
4172

January 9, 1956

Request for extension of time
No. 8
January 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Rogers Construction, Inc. for an extension of time on the Clatskanie-Delena Section of the Columbia River Highway, Contract No. 4172, from October 31, 1954 to November 10, 1955.

The grading contractor on this project failed to complete his work until November 1954, which prevented the paving contractor from performing his work. In addition to that, inclement weather in the early spring of 1955 further delayed the contractor. He made vigorous attempts to complete this project, and I recommend that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

FC lg

RECEIVED
DEC 23 1955
FOR FILING

F 221(3)
4172

December 21, 1955

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Clatskanie-Delena, Contract No. 4172, Oregon F-221 (3), from October 31, 1954 to November 10, 1955 to Rogers Construction, Inc., contractors.

The grading contractor on this project failed to complete his work until November of 1954, which definitely prevented the paving contractor from performing his work. In addition to that, inclement weather in the early spring of 1955 further delayed the contractor. He made vigorous attempts to complete this project, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

RECEIVED
DEC 11 1955
FOR FILING

December 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 9, 1955 on Contract No. 4172, Clatskanie-Delena Section, in Columbia County, in connection with Federal Aid Project No. F-221(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCP:tb
cc: John Cottrell

RECEIVED
NOV 10 1955
FOR FILING
F 221(2)
4172

Salem, Oregon
November 10, 1955

Mr. J. D. Walker
Division Engineer
Salem, Oregon

Dear Sir:

This is to advise you that, at its last meeting, the Highway Commission approved an additional increase of $51,000 in project authorization on Contract No. 4172, Clatskanie-Delena paving project in Columbia County.

The present total project authorization is $473,063.88.

Very truly yours,

S. H. Probert
Office Engineer

DHP:ia

cc: Frank Terpin

F-221(3)

6

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1955

Section Clatskanie-Delena

Highway Columbia River

Contractor Rogers Const. Inc.

Date of contract May 12, 1954

Date work started November 29, 1954

Project authorization $372,063.88
Exclusive of Engineering $348,521.56

Kind of work Paving

Section prefix 5-1029

Contract number 4172

Date of completion October 31, 1954

Estimated date of completion October 31, 1955

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $403,074.91

Per cent of contract completed, based on total contract price . . . . . 99.5 %

Engineering authorization . . . . . $ 23,542.32

Engineering cost to date $20,000.00, 85 %

Date project was completed ..., 19...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor did not complete the painting of the guard rail this week.

A state crew began painting the sight posts Thurday and continued Friday.

The semi-final estimate was submitted to the division office Tuesday.

Arrangements have been made to transfer Franklin T. Hurlburt, Draftsman, Arthur D. Parkes, Headchainman, and Darrel E. Cox to Clay Gornett at Tillamook, along with most of the rest of the equipm nt, except some office furniture which is to be transferred to Salem. Frank E. Terpin, Locating Engineer, will be transferred to Frank Hall in the Design Section at Salem.

RECEIVED
OCT 21 1955
OFFICE OF CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
L. H. Young

Signed Frank E. Terpin

Address Clatskanie, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.12		7.12	7.12
Miles partially completed					
Miles completed		7.12		7.12	7.12
Total estimated quantities		64,000	4,500	3,800	25,500
Estimated quantities moved or placed to date		95,300	4,180	4,270	25,010
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

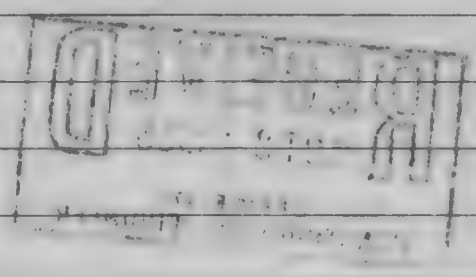
..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			



WCW:mo lg

RECEIVED
OCT 21 1955
FOR FILING
( )
4172

October 20, 1955

Oregon State Highway Commission

Gentlemen:

Compilation of final quantities on the surfacing and paving of the Clatskanie-Delena Section of the Columbia River Highway indicates that the original authorization will overrun approximately $101,000.

Of this total overrun approximately $11,000 is the cost of additional surfacing and paving within the city of Clatskanie, which was not included in the original plans but was later authorized by the Commission. Likewise, the original plans did not contemplate sealing of the pavement, and this cost an additional $7,000, these two items amounting to $18,000. The balance of the overrun was caused directly by the increased cost of the crushed rock base. In the first instance we had expected to obtain a large amount of suitable rock excavation from the grading contract which did not materialize, resulting in the need of a far greater amount in the surfacing contract. Furthermore, the original designated quarry was not capable of supplying the greater amount of rock and it was necessary to open a new quarry, involving a greater haul and materially increased cost.

By reason of the fact that the amount of rock contemplated was not obtained from the grading contract, the grading project underran the authorization slightly in excess of $61,000, so that actually the resultant net overrun of both contracts is $40,000, of which amount, as stated above, $18,000 was the cost of the extra work in Clatskanie and the pavement seal.

You have previously approved additional project authorization on Contract No. 4172, the surfacing contract, in the amount of $50,000, and it is respectfully requested that you authorize an additional $51,000 to cover the total overrun of $101,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me lg

RECEIVED
AUG 29 1955
FOR FILING

[illegible]
4172

August 29, 1955

Mr. Earl J. Chartrey, President
Clatskanie Kiwanis Club
Clatskanie, Oregon

Dear Sir:

With reference to formal opening of the new highway between Clatskanie and Delena, I am sorry that I am unable to offer any date for such opening at this time for the following reasons:

Due to bad weather conditions during the early spring and summer the contractor is behind schedule, and it will require most favorable weather to complete paving on this project this year. With favorable weather, it is possible that the pavement could be completed by September 30. It would then take some two weeks or so to construct the rock shoulders, paint center lines, and perform other necessary work requisite to final completion before opening to the public.

I would suggest that you contact me on or about September 20 as to whether or not a formal opening can be held this year.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams

[illegible]

RECEIVED
AUG 29 1955
FOR FILING

F 2-1(2)
4172

August 29, 1955

Mr. Earl J. Chartrey, President
Clatskanie Kiwanis Club
Clatskanie, Oregon

Dear Sir:

With reference to formal opening of the new highway between Clatskanie and Delena, I am sorry that I am unable to offer any date for such opening at this time for the following reasons:

Due to bad weather conditions during the early spring and summer the contractor is behind schedule, and it will require most favorable weather to complete paving on this project this year. With favorable weather, it is possible that the pavement could be completed by September 30. It would then take some two weeks or so to construct the rock shoulders, paint center lines, and perform other necessary work requisite to final completion before opening to the public.

I would suggest that you contact me on or about September 20 as to whether or not a formal opening can be held this year.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams

Tentatively Monday

Officers

EARL CHARTREY
PRESIDENT

VERLIN HERMANN
VICE-PRESIDENT

VIRGIL LANCE
IM. PAST PRESIDENT

ROY S. COHOON
TREASURER

CLATSKANIE KIWANIS CLUB

MELVIN L. GILSON, SECRETARY

CLATSKANIE, OREGON

Directors

ALDEN BAILEY
HARVEY BROUGHER
TOM COLVIN
GERALD HAZEN
JESSE LEWIS
JAMES RANDS
GAIL STEELE

August 24, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engr.
State Highway Bldg.
Salem, Ore.

Dear Mr. Baldock:

This is to make a request for a formal opening date for the opening of the new highway between Clatskanie and Delena.

Since this strech of highway is a complete relocation and it will be the first time for traffic to travel it we feel it would lend itself very well towards a formal opening and suitable recognition program.

In behalf of the community of Clatskanie we ask that you do set an opening date and let us know as soon as possible that we might arrange for a committee to make necessary arrangements for suitable recognition.

Hoping to hear from you favorably soon, I am,

Very truly yours,
Earl J. Chartrey
Earl J. Chartrey, President
Clatskanie Kiwanis Club

REFERRED TO
M. Williams
By State Highway Engineer

Please prepare a reply.

RECEIVED
AUG 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1955
FOR FILING

F221(3)
4172

August 18, 1955

Oregon State Highway Commission

Gentlemen:

During the grading of the Clatskanie-Delena Section of the Columbia River Highway we had anticipated a greater amount of rock excavation in cuts to be used in base surfacing than was actually obtained. This will result in the necessity of placing more crushed rock surfacing materials than anticipated, to the extent that the surfacing project will be overrun in the amount of $50,000. This overrun will be more than offset by an underrun in the separate grading contract.

This matter will be on the next agenda, and it is respectfully requested that you authorize additional project authorization of $50,000 on the Clatskanie-Delena grading and surfacing project, Contract No. 4172.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

RECEIVED
DEC 28 1954
FOR FILING

S-221 (3)
#171

December 24, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 29, 1954 on Contract No. 4172, Clatskanie-Delena Section, in Columbia County, in connection with Federal Aid Project No. F-221 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

Form PR 2 (Revised 1950)

1415

State Oregon

Federal Aid Project No. F-221(3)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of February, 1954, a program, which was approved on the 8th day of March, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 23rd day of April, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred ninety-one thousand and 00/100 dollars ($191,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1674+00 in the SE 1/4, Section 8, T. 7 N., R. 4 W., in Clatskanie, and survey station 2053+06.09 in the SE 1/4, Section 9, T. 7 N., R. 3 W., W.M., except stations 1692+30 - 1693+60, 1713+05 - 1714+35, and 2005+30 - 2005+80,

, length 7.123 miles, in Columbia County, being Oregon Federal Aid project No. F-221(3), consisting of 7.123 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11279-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ..... one hundred ninety-one thousand and 00/100 ..... dollars ($ 191,000.00), which does not exceed the authorized Federal pro rata share of ..... three hundred eight thousand, one hundred ninety-six and 90/100 ..... dollars ($ 308,196.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to ..... the State Treasurer .....
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ..... Oregon .....
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing
Chapter 529, Laws 1939. .....
funds and probable amount annually available)
.....
.....
.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

16—11870-4

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379 5

RECEIVED OCT 7 1954 DIVISION 8
OCT 12 1954
OCT 5 1954

Oregon State Highway Department

Federal Aid
Project No. F-221 (3)

CLATSKANIE-DELENA SECTION

OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1954

Type Code 6201
2 Lane Roadway (Sta. 1681+90 to Sta. 1720+35) (Sta. 1861+00 to Sta. 1932+00)
(Sta. 2001+00 to Sta. 2053+06.09) (Contract No. 4172)

50	lin. ft.	1-inch Electrical Conduit	$ 1.25	$ 62.50
130	only	Metal Sight Posts	2.00	260.00
10,400	cu. yds.	2½" - 0 Key Material	1.00	10,400.00
8,800	cu. yds.	2½" - 0 Material in Base	2.00	17,600.00
7,000	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.00	14,000.00
500	M-gal.	Sprinkling	1.50	750.00
500	cu. yds.	3/4" - 0 Material in Binder Course	2.50	1,250.00
80	tons	RC-3 Asphalt in Binder Course	40.00	3,200.00
8,300	tons	Class "B" Asphaltic Concrete	5.25	43,575.00
900	cu. yds.	Aggregate in Oil Mat Wearing Surface	3.00	2,700.00
70	tons	150-200 Asphalt in Oil Mat Wearing Surface	40.00	2,800.00
21	tons	RS-1 Asphalt in Oil Mat Wearing Surface	45.00	945.00
		Subtotal		$ 97,542.50
		10% Engr. & Cont.		9,754.25
		Total		$107,296.75

Length of Roadway	3.000 Miles
Length of 3 Structures	0.059 Mile
Total Length	3.059 Miles
Cost of Roadway per Mile	$35,765.58

Type Code 6201
3 Lane Roadway (Sta. 1720+35 to Sta. 1861+00) (Sta. 1932+00 to Sta. 2001+00)
(Contract No. 4172)

10	cu. yds.	Concrete Islands	$45.00	$ 450.00
4,600	lin. ft.	Metal Guard Rail	2.75	12,650.00
110	only	Metal Sight Posts	2.00	220.00
15,600	cu. yds.	2½" - 0 Key Material	1.00	15,600.00
13,200	cu. yds.	2½" - 0 Material in Base	2.00	26,400.00
9,000	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.00	18,000.00
700	M-gal.	Sprinkling	1.50	1,050.00
800	cu. yds.	3/4" - 0 Material in Binder Course	2.50	2,000.00

130	tons	RC-3 Asphalt in Binder Course	$40.00	$ 5,200.00
15,500	tons	Class "B" Asphaltic Concrete	5.25	81,375.00
900	cu. yds.	Aggregate in Oil Mat Wearing Surface	3.00	2,700.00
70	tons	150-200 Asphalt in Oil Mat Wearing Surface	40.00	2,800.00
21	tons	RS-1 Asphalt in Oil Mat Wearing Surface	45.00	945.00
		Subtotal		$169,390.00
		10% Engr. & Cont.		16,939.00
		Total		$186,329.00

Length of Roadway 3.973 Miles
Cost of Roadway Per Mile $46,898.81

Type Code 6201
4 Lane Roadway (Sta. 1674+00 to Sta. 1681+90) (Contract No. 4172)

90	cu. yds.	Concrete Islands	$45.00	$ 4,050.00
150	lin. ft.	1-inch Electrical Conduit	1.25	187.50
42	lin. ft.	1½-inch Electrical Conduit	2.00	84.00
1,700	tons	Class "B" Asphaltic Concrete	5.25	8,925.00
		Subtotal		$13,246.50
		10% Engr. & Cont.		1,324.65
		Total		$14,571.15

Length of Roadway 0.150 Mile
Cost of Roadway Per Mile $97,141.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$107,296.75	$ 66,495.00	$ 40,801.75
3 Lane Roadway	186.329.00	115.475.00	70.854.00
4 Lane Roadway	14,571.15	9,030.00	5,541.15
	$308,196.90	$191,000.00	$117,196.90

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-221 (3)

CLATSKANIE-DELENA SECTION

OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 16, 1954

Type Code 6201
2 Lane Roadway (Sta. 1681+90 to Sta. 1720+35)(Sta. 1861+00 to Sta. 1932+00)
(Sta. 2001+00 to Sta. 2053+06.09)

50 lin. ft.	1-inch Electrical Conduit	$ 1.25	$	62.50
130 only	Metal Sight Posts	3.00		390.00
10,400 cu. yd.	2½" - 0 Key Material	1.85		19,240.00
8,800 cu. yd.	2½" - 0 Material in Base	1.85		16,280.00
7,000 cu. yd.	3/4" - 0 Material in Leveling Course and Shoulders	2.25		15,750.00
500 M-gal.	Sprinkling	2.50		1,250.00
500 cu. yd.	3/4" - 0 Material in Binder Course	3.25		1,625.00
80 tons	RC-3 Asphalt in Binder Course	40.00		3,200.00
8,300 tons	Class "B" Asphaltic Concrete	5.60		46,480.00
900 cu. yd.	Aggregate in Oil Mat Wearing Surface	3.50		3,150.00
70 tons	150-200 Asphalt in Oil Mat Wearing Surface	38.00		2,660.00
21 tons	RS-1 Asphalt in Oil Mat Wearing Surface	40.00		840.00
		Subtotal		$110,927.50
		10% Engr. & Cont.		11,092.75
		Total		122,020.25

Length of Roadway	3.000 miles
Length of 3 Structures	0.059 mile
Total Length	3.059 miles
Cost of Roadway per mile	$40,673.41

Type Code 6201
3 Lane Roadway (Sta. 1720+35 to Sta. 1861+00)(Sta. 1932+00 to Sta. 2001+00)

10 cu. yd.	Concrete Islands	$50.00	$	500.00
4,600 lin.ft.	Metal Guard Rail	2.50		11,500.00
110 only	Metal Sight Posts	3.00		330.00
15,600 cu. yd.	2½" - 0 Key Material	1.85		28,860.00
13,200 cu. yd.	2½" - 0 Material in Base	1.85		24,420.00
9,000 cu. yd.	3/4" - 0 Material in Leveling Course and Shoulders	2.25		20,250.00
700 M-gal.	Sprinkling	2.50		1,750.00

800 cu. yd.	3/4" - 0 Material in Binder Course	3.25	2,600.00
130 tons	RC-3 Asphalt in Binder Course	40.00	5,200.00
15,500 tons	Class "B" Asphaltic Concrete	5.60	86,800.00
900 cu. yd.	Aggregate in Oil Mat Wearing Surface	3.50	3,150.00
70 tons	150-200 asphalt in Oil Mat Wearing Surface	38.00	2,660.00
21 tons	RS-1 Asphalt in Oil Mat Wearing Surface	40.00	840.00
	Subtotal		$188,860.00
	10% Engr. & Cont.		18,886.00
	Total		$207,746.00

Length of Roadway 3.973 miles
Cost of Roadway per Mile $52,289.45

Type Code 6201
4 Lane Roadway (Sta. 1674+00 to Sta. 1681+90)

90 cu. yd.	Concrete Islands	$50.00	$ 4,500.00
150 lin.ft.	1-inch Electrical Conduit	1.25	187.50
42 lin.ft.	1½-inch Electrical Conduit	1.50	63.00
1,700 tons	Class "B" Asphaltic Concrete	5.60	9,520.00
	Subtotal		$14,270.50
	10% Engr. & Cont.		1,427.05
	Total		$15,697.55

Length of Roadway 0.150 mile
Cost of Roadway per Mile $104,649.87

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$122,020.25	$ 72,054.00	$ 49,966.25
3-Lane Roadway	207,746.00	122,676.00	85,070.00
4-Lane Roadway	15,697.55	9,270.00	6,427.55
	$345,463.80	$204,000.00	$141,463.80

RECEIVED
FOR FILING

June 17, 1954

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4172, which was awarded to you on May 12 by the State Highway Commission, for paving on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 14 1954
FOR FILING

F-221(2)
4172

May 13, 954

Rogers Construction Inc.
1760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4174 for paving the Clatskanie-Delena Section of the Columbia River Highway east from Clatskanie in Columbia County and also furnishing crushed materials in stockpile. This award was based on your bid of $389,179.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

Enclosure

RECEIVED
FOR FILING
OREGON DISTRICT
F-221(3)
4122

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 12, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract for Oregon Project F-221 (3), Clatskanie-Delena Section of the Columbia River Highway, to Rogers Construction, Inc. of Portland, Oregon, low bidder in the amount of $289,179.00 at the May 12, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-221(3)
4172
F-221(3)

April 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-221(3), Clatskanie-Delena Section of the Columbia River Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 23 1954
OREGON
STATE HIGHWAY COMMISSION

S-109(2) West Unit, Eagle Rock-Post 1954
Sec., Paulina Hwy.

#4173

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 14, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4173	7-F	The Central Heating Co., Oregon Ltd.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6939	R-120026	$ 4,798.74	April 13, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Nov. 18, 1954 without penalty

Completion Date: Nov. 18, 1954

Date Accepted: March 2, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

Ruth Rawlings

RECEIVED
MAR 29 1955
FOR FILING

March 29, 1955

REGISTERED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4173 for work performed on the West Unit, Eagle Rock-Post Section of the Pauline Secondary Highway in Crook County was completed by the contractor, The Central Heating Co., Oreg. Ltd., on November 18, 1954 and was formally accepted by the Highway Commission on March 2, 1955.

Final payment in the amount of $4,798.74 will be released to the contractor on or after April 8, 1955. The total contract amount is $161,231.84 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

S-109(2)
S-154(1)

R. H. Bala

March 24th, 1955

FINAL COST ANALYSIS

West Unit, Eagle Rock-Post Section
Contract #4173

Paulina Secondary Highway
Grading & Paving Prefix 107-1020 S109(2) S-154(1)
Central Heating Co., Contractor
Alfred W. Bates, Resident Engineer

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$3,500	$	$ 750.20	$ 3,500.00
Struct. Excavation	216.4	Cu. Yd.	3.00	2.30	497.62	649.20
Trench "	108.3	" "	3.00	2.56	277.26	324.90
Blade Grader	365.5	Hour	10.00	7.51	2,744.94	3,655.00
Tractor & Dozer	73.5	"	15.00	11.03	810.74	1,102.50
Dump Trucks	663.66	"	4.40	5.05	3,370.15	2,920.10
Air Compressor	200	"	2.00	2.31	462.36	400.00
Jackhammers	200	"	5.00	2.84	566.83	1,000.00
Explosives	1,400	Lb.	0.25	0.21	287.08	350.00
18" Corr. Metal Pipe	546	Lin. Ft.	3.47	3.08	1,684.14	1,894.62
24" " " "	168	" "	5.27	5.03	844.99	885.36
36" " " "	40	" "	10.37	9.57	382.87	414.80
*2"-0" Rock in Base	26,697	Cu. Yd.	1.85	1.85	49,389.45	49,389.45
*3/4"-0" Rock in Base and Shoulders	5,950	" "	1.85	1.85	11,007.50	11,007.50
Sprinkling	2,257.2	M/Gal.	2.00	1.72	3,887.37	4,514.40
*3/4"-0" Rock in Binder	631	Cu. Yd.	3.30	3.04	1,916.32	2,082.30
RC-3 Asphalt in Binder	107.82	Ton	47.50	39.64	4,273.99	5,121.45
Class "B" Asphaltic Concrete	9,427.19	"	6.00	5.37	50,593.82	56,563.14
*3/4"-½" Cr. Rock in Stockpile	2,038.6	Cu. Yd.	1.60	1.60	3,261.76	3,261.76
*½"-¼" Cr. Rock in Stockpile	2,501.2	" "	1.60	1.60	4,001.92	4,001.92
*¼"-#10 Cr. Rock in Stockpile	1,838.4	" "	1.60	1.60	2,941.44	2,941.44

S-154(1)

March 24th, 1955

FINAL COST ANALYSIS

West Unit, Eagle Rock-Post Section — Paulina Secondary Highway
Contract #4173 — Grading & Paving — Prefix 107-1020 S109(2) S-154(1)
Central Heating Co., Contractor
Alfred W. Bates, Resident Engineer

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$3,500	$	$ 750.20	$ 3,500.00
Struct. Excavation	216.4	Cu. Yd.	3.00	2.30	497.62	649.20
Trench "	108.3	" "	3.00	2.56	277.26	324.90
Blade Grader	365.5	Hour	10.00	7.51	2,744.94	3,655.00
Tractor & Dozer	73.5	"	15.00	11.03	810.74	1,102.50
Dump Trucks	663.66	"	4.40	5.05	3,370.15	2,920.10
Air Compressor	200	"	2.00	2.31	462.36	400.00
Jackhammers	200	"	5.00	2.84	566.83	1,000.00
Explosives	1,400	Lb.	0.25	0.21	287.08	350.00
18" Corr. Metal Pipe	546	Lin. Ft.	3.47	3.08	1,684.14	1,894.62
24" " " "	168	" "	5.27	5.03	844.99	885.36
36" " " "	40	" "	10.37	9.57	382.87	414.80
*2"-0" Rock in Base	26,697	Cu. Yd.	1.85	1.85	49,389.45	49,389.45
*3/4"-0" Rock in Base and Shoulders	5,950	" "	1.85	1.85	11,007.50	11,007.50
Sprinkling	2,257.2	M/Gal.	2.00	1.72	3,887.37	4,514.40
*3/4"-0" Rock in Binder	631	Cu. Yd.	3.30	3.04	1,916.32	2,082.30
RC-3 Asphalt in Binder	107.82	Ton	47.50	39.64	4,273.99	5,121.45
Class "B" Asphaltic Concrete	9,427.19	"	6.00	5.37	50,593.82	56,563.14
*3/4"-½" Cr. Rock in Stockpile	2,038.6	Cu. Yd.	1.60	1.60	3,261.76	3,261.76
*½"-¼" Cr. Rock in Stockpile	2,501.2	" "	1.60	1.60	4,001.92	4,001.92
*¼"-#10 Cr. Rock in Stockpile	1,838.4	" "	1.60	1.60	2,941.44	2,941.44

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #1, 1½ Cu. Yd. Hough Loader	325	Hour	$ 12.00	$ 7.90	$ 2,583.94	$ 3,900.00
PA #2, Clear & Level Stockpile Site	All		297.50		223.69	297.50
PA #3, Furnish & Place RS-1 Emulsion	22.2	Ton	47.50	44.59	989.91	1,054.50
					$147,750.29	$161,231.84

	Gross Revenue	Total Cost	Profit	% Profit
Central Heating Co.	$ 89,493.97	$ 76,012.42	$13,481.55	15.0%
*F. H. McEwen	71,737.87	71,737.87		
Total	$161,231.84	$147,750.29	$13,481.55	8.36%

West Unit, Eagle Rock-Post Section
Contract #4173

Detail of Cost

Labor:

Labor		$17,769.14	
Labor Insurance		1,066.15	
Welfare Insurance		437.06	
			$ 19,272.35

Materials:

18" Corr. Metal Pipe	546	Lin. Ft.	at	$2.47	$ 1,348.62
18" " " Bands	22	Each	"	2.47	54.34
24" " " Pipe	168	Lin. Ft.	"	4.27	717.36
24" " " Bands	5	Each	"	3.48	17.40
36" " " Pipe	40	Lin. Ft.	"	8.37	334.80
36" " " Bands	2	Each	"	6.36	12.72
RC-3 Asphalt in Binder and Freight	107.82	Ton			3,560.06
SS-1 Emulsion and Freight	22.2	"			612.44
86-100 Asphalt and Freight					15,030.88
					21,688.62

Equipment Rentals & Misc. Supplies:

Equipment Rentals, Owned	$16,359.29	
" " , Hired	2,249.15	
Gas, Oil and Grease	2,685.79	
Bond	967.63	
P.U.C.	125.00	
P.L. and P.D. Insurance	222.11	
Explosives	240.00	
Heating Oil	1,318.03	
General Overhead	3,328.10	
Small Tools & Misc. Supplies	1,225.60	
Paid F. H. McEwen for Crushing Rock	78,068.62	
		106,789.32

Total Cost $147,750.29

West Unit, Eagle Rock-Post Section
Contract #4173

Remarks:

This was a "Federal Aid Secondary Project" calling for the grading and paving of 5.18 miles of highway roadbed on the West Unit, Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County.

The job was bid and awarded May 12th, 1954; work started May 28th, and the project was completed November 18th, 1954.

The roadbed grading and widening and the borrow excavation were handled by the contractor's fully-operated equipment on the hourly basis. Good progress was made on the grading work.

The clearing was done with one TD-24 tractor and dozer and a crew of 3 men and was completed in approximately a week as the clearing consisted of small trees and scattered brush.

The rock crushing was done by F. H. McEwen of Eugene. The crushing contractor started drilling on the coyote hole June 6th, 1954, with 2 men, a compressor and a jackhammer. The coyote hole was drilled into the quarry 75 feet with two 35-foot tees and loaded with approximately 10 tons of powder, and the quarry was shot June 24th, 1954, getting good results. Started setting up crushing plant July 3rd, and started crushing rock July 21st. The plant was not run to full capacity due to difficulty in getting the rock from the quarry site to the crusher. Equipment used: two 3/4 cu. yd. shovels, two 6 cu. yd. dumptors. The crushed averaged approximately 80 cu. yd. per hour. The quarry was located on the westerly side of and 0.5 mile from M.P. 16.45 on the Paulina Secondary Highway.

The contractor moved in a 4,000# batch "Standard Paving Plant" at the same location as the quarry site on September 20th, 1954, started paving October 5th, 1954, and completed the paving October 21st, 1954. A total of 9,427 tons was laid in 109 hours for an average of 86 tons per hour.

The contractor had good bid prices, good equipment and good supervision, realizing a fair profit.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

RECEIVED
DEC 24 1954
FOR FILING

S-1-7(2)
S-15-1(1)

December 23, 1954

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. Howard T. Coleman, Manager
Fidelity and Surety Department

Gentlemen:

This is in reply to your letter of December 20th concerning the status of Contract No. 4173 awarded to The Central Heating Company on your Bond No. 220301.

The contract was completed on November 18, 1954, but has not been accepted by the Commission nor at this date has the final contract price been determined. Acceptance of the contract cannot be made before the next Commission meeting on January 18 and 19.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING

PORTLAND 4, OREGON

December 20, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Bond #220301 Central Heating Company, Ore. Ltd.,
Contract #4173

Dear Mr. Glaisyer:

Thank you for your letter of December 15 in which you state that the State Highway Department is prepared to release semi-final payment to this contractor in the amount of $10,334.47 on or about December 27, 1954.

We had received a status report on this job dated November 30, 1954, indicating that the job was 100% completed on 11-18-54, but we did not have the acceptance date nor the total contract price and shall greatly appreciate your giving us this information on the bottom of this letter and returning it to us.

Thanks kindly for your co-operation.

Very truly yours

H. T. Coleman

HTC:jm

Howard T. Coleman, Manager
Fidelity and Surety Department

RECEIVED

RECEIVED
DEC 17 1954
FOR FILING

S-109(2)
S-154(1)

December 16, 1954

The Central Heating Co.,Oreg.Ltd.
865 Olive St.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from September 30, 1954 to January 1, 1955 within which to complete your contract No. 4173, covering the West Unit, Eagle Rock-East Section of the Paulina Secondary Highway in Crook County.

We are pleased to inform you that the State Highway Commission granted your request to November 18, 1954, the completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. S. Chandler,
Division Engineer

Alfred W. Bates,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
DEC 15 1954
FOR FILING

December 15, 1954

REGISTERED MAIL

United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to The Central Heating Co., Oreg. Ltd., on contract No. 4173, covering grading and paving on the West Unit of the Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County.

This payment, in the amount of $10,334.47 will be released to contractor on or after December 27, 1954. The retained percentage is $4,838.14.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD

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NOV 29 1954
FOR FILING

S-109(2)
S-1511
4173

November 29, 1954

Request for extension of time
No. 25
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Central Heating Company for an extension of time on the West Unit, Eagle Rock-Post Contract No. 4173, from September 30, 1954 to January 1, 1955.

The majority of the work on this contract was completed at the specified date, but the State requested additional extra work on shoulder widening, et cetera, which extended the amount of work to be done. The contractor actually completed the project on November 18, 1954, and I recommend that the extension to that date be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP: me
Enclosure

cc Mr. H. G. Smith

RECEIVED
NOV 26 1954
FOR FILING

S-109(2)
S-154(1)

November 22, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 18, 1954, on Contract No. 4173, West Unit, Eagle Rock-Post Section, in Crook County, in connection with Federal Aid Project No. S-109(1), S-154 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

M. C. Williams
Deputy State Highway Engineer

cc: John Cantrell

DDPeh

RECEIVED
NOV 24 1954
FOR FILING

S-109(2)
S-154(1)
4173

November 22, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the West Unit, Eagle Rock-Post, Contract No. 4173, Oregon S-109(2), and S-154 (1), from September 30, 1954 to November 18, 1954.

The majority of the work on this contract was completed at a specified date, but a request of the State for additional extra work on shoulder widening, and so forth held up the contractor.

No additional expense nor inconvenience has been suffered, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

Form E-1—1054

S-109(2)
S-154(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 20, 19 54

Section West Unit, Eagle Rock-Post

Highway Paulina Secondary

Contractor The Central Heating Co., Ore. Ltd.

Date of contract May 12, 19 54

Date work started May 28, 19 54

Amount of contract $184,091.63

Kind of work Grading & Paving

Section prefix 107-1020

Contract number 4173

Date of completion September 30, 19 54

Estimated date of completion November 18, 19 54

Per cent of time elapsed 138 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 168,860.93

Per cent of contract completed, based on total contract price . . . . . 98 %

Engineering cost to date $ 11,127.32, 85 %

Date project was completed November 18, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished the shoulder on Thursday and is all through except for cleaning up the Paving Plant site.

RECEIVED
NOV 22 1954
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed Alfred W. Bates

Address Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.18	5.18			5.18
Miles partially completed					
Miles completed	5.18	5.18			5.18
Total estimated quantities	5.18 miles	32,697	6,380		9,500
Estimated quantities moved or placed to date	5.18 miles	32,697	6,380		9,500
Average daily quantities					
Average daily quantities necessary to complete project on time	Complete				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders .....1....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....,Trucks 4 ....., Hough Loader 1., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

State Printing

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary Project No. S-154(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of January, 1954, a program, which was approved on the 5th day of February, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 26th day of April, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy-four thousand and 00/100 dollars ($74,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 869+00 in the SW 1/4, Section 18, T. 16 S., R. 18 E., W.M., and survey station 1060+00 in the NE 1/4, Section 22, T. 16 S., R. 18 E., W.M., without exception,

, length 3.661 miles, in Crook County, being Oregon Federal Aid / Secondary project No. S-154(1), consisting of 3.661 miles of roadway and no bridge of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11370-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ----- seventy-four thousand and 00/100 ----- dollars ($ 74,000.00), which does not exceed the authorized Federal pro rata share of ----- one hundred twenty thousand, nine hundred nine and 36/100 ----- dollars ($ 120,909.36), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to ----- the State Treasurer -----
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ----- Oregon -----
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ----- (Include reference to statute authorizing
Chapter 529, Laws 1939.
----- funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379 5

A4.62

RECEIVED OCT 13 1954 OREGON DIVISION

RECEIVED OCT 7 1954 DIVISION

RECEIVED OCT 5 1954

RECEIVED SEP 7 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-154 (1)

WEST UNIT, EAGLE ROCK-POST SECTION

OF THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1954

Type Code 6201
Roadway (Sta. 869+00 to 1060+00)(Contract No. 4173)

All Required		Clearing and Grubbing (70%)		$ 2,450.00
295	cu. yds.	Structural Excavation, Unclassified	$ 3.00	885.00
80	cu. yds.	Trench Excavation, Unclassified	3.00	240.00
220	hours	Blade Grader	10.00	2,200.00
50	hours	Power Shovel	17.00	850.00
130	hours	Tractor and Dozer	15.00	1,950.00
200	hours	Dump Trucks	4.40	880.00
50	hours	Air Compressor	2.00	100.00
50	hours	Jackhammer	5.00	250.00
820	lbs.	Explosives	0.25	205.00
510	lin. ft.	18-inch Corrugated Metal Pipe	3.47	1,769.70
180	lin. ft.	24-inch Corrugated Metal Pipe	5.27	948.60
90	lin. ft.	36-inch Corrugated Metal Pipe	10.37	933.30
21,000	cu. yds.	2" - 0 Rock in Base	1.85	38,850.00
3,500	cu. yds.	3/4" - 0 Rock in Base and Shoulders	1.85	6,475.00
610	M-gal.	Sprinkling	2.00	1,220.00
420	cu. yds.	3/4" - 0 Rock in Binder Course	3.30	1,386.00
70	tons	RC-3 Asphalt in Binder Course	47.50	3,325.00
7,500	tons	Class "D" Asphaltic Concrete	6.00	45,000.00
			Subtotal	$109,917.60
			10% Engr. & Cont.	10,991.76
			Total	$120,909.36
		Length of Roadway	3.661 miles	
		Cost of Roadway per Mile	$33,026.32	

Federal Funds	$ 74,000.00
State Funds	46,909.36
	$120,909.36

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-154 (1)

WEST UNIT, EAGLE ROCK-POST SECTION

OF THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; April 15, 1954

Type Code 6201
Roadway (Sta. 369+00 to 1060+00)

All Required		Clearing and Grubbing (70%)		700.00
295	cu. yds.	Structural Excavation, Unclassified	$ 3.00	885.00
80	cu. yds.	Trench Excavation, Unclassified	2.50	200.00
220	hrs.	Blade Grader	9.50	2,090.00
50	hrs.	Power Shovel	12.00	600.00
130	hrs.	Tractor and Dozer	13.35	1,735.50
200	hrs.	Dump Trucks	5.50	1,100.00
50	hrs.	Air Compressor	2.65	132.50
50	hrs.	Jackhammer	3.00	150.00
820	lbs.	Explosives	0.35	287.00
510	lin. ft.	18-inch Corrugated Metal Pipe	4.50	2,295.00
180	lin. ft.	24-inch Corrugated Metal Pipe	6.00	1,080.00
90	lin. ft.	36-inch Corrugated Metal Pipe	12.00	1,080.00
21,000	cu. yds.	2" - 0 Rock in Base	2.10	44,100.00
3,500	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.35	8,225.00
610	M-gal.	Sprinkling	3.00	1,830.00
420	cu. yds.	3/4" - 0 Rock in Binder Course	3.00	1,260.00
70	tons	RC-3 Asphalt in Binder Course	44.00	3,080.00
7,500	tons	Class "B" Asphaltic Concrete	6.00	45,000.00
			Subtotal	$115,830.00
			10% Engr. & Cont.	11,583.00
			Total	$127,413.00

Length of Roadway 3.661 Miles
Cost of Roadway per Mile $34,802.73

Federal Funds	$ 76,000.00
State Funds	51,413.00
	$127,413.00

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary Project No. S-109(2)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 19 54,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of January, 19 54, a program, which was approved on the 5th day of February, 19 54, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 26th day of April, 19 54; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-eight thousand and 00/100

dollars ($ 28,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 788+95.1 in the SE 1/4, Section 11, T. 16 S., R. 17 E., W.M., and survey station 869+00 in the SW 1/4, Section 18, T. 16 S., R. 18 E., without exception,

, length 1.516 miles, in Crook County, being Oregon Federal Aid / Secondary project No. S-109(2), consisting of 1.516 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-eight thousand and 00/100 dollars ($ 28,000.00), which does not exceed the authorized Federal pro rata share of forty-six thousand, five hundred fifty-one and 34/100 dollars ($ 46,551.34), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

A B Seaman Jr
SECRETARY

By _____

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A4.62

RECEIVED
OCT 7 1954
DIVISION 6

OCT 13 1954

SEP 7 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-109 (2)

WEST UNIT, EAGLE ROCK-POST SECTION

OF THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement.) Based on low bid prices.)

Salem, Oregon, August 3, 1954

Type Code 6201
Roadway (Sta. 788+95.1 to Sta. 869+00)(Contract No. 4172)

All Required		Clearing and Grubbing (30%)		$ 1,050.00
5	cu. yds.	Structural Excavation, Unclassified	$ 3.00	15.00
80	hours	Blade Grader	10.00	800.00
10	hours	Power Shovel	17.00	170.00
50	hours	Tractor and Dozer	15.00	750.00
70	hours	Dump Trucks	4.40	308.00
10	hours	Air Compressor	2.00	20.00
10	hours	Jackhammers	5.00	50.00
200	lbs.	Explosives	0.25	50.00
10	lin. ft.	18-inch Corrugated Metal Pipe	3.47	34.70
10	lin. ft.	24-inch Corrugated Metal Pipe	5.27	52.70
8,600	cu. yds.	2" - 0 Rock in Base	1.85	15,910.00
400	cu. yds.	3/4" - 0 Rock in Base and Shoulders	1.85	2,590.00
250	M-gals.	Sprinkling	2.00	500.00
180	cu. yds.	3/4" - 0 Rock in Binder Course	3.30	594.00
30	tons	RC-3 Asphalt in Binder Course	47.50	1,425.00
3,000	tons	Class "B" Asphaltic Concrete	6.00	18,000.00
			Subtotal	$42,319.40
			10% Engr. & Cont.	4,231.94
			Total	$46,551.34

Length of Roadway 1.516 miles
Cost of Roadway per Mile $30,706.68

Federal Funds	$28,000.00
State Funds	18,551.34
	$46,551.34

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-109 (2)

WEST UNIT, EAGLE ROCK-POST SECTION

OF THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; April 15, 1954

Type Code 6201
Roadway (Sta. 788+95.1 to Sta. 869+00)

All Required		Clearing and Grubbing (30%)		$ 300.00
5	cu. yds.	Structural Excavation, Unclassified	$ 3.00	15.00
80	hrs.	Blade Grader	9.50	760.00
10	hrs.	Power Shovel	12.00	120.00
50	hrs.	Tractor and Dozer	13.35	667.50
70	hrs.	Dump Trucks	5.50	385.00
10	hrs.	Air Compressor	2.65	26.50
10	hrs.	Jackhammers	3.00	30.00
200	lbs.	Explosives	0.35	70.00
10	lin. ft.	18-inch Corrugated Metal Pipe	4.50	45.00
10	lin. ft.	24-inch Corrugated Metal Pipe	6.00	60.00
8,600	cu. yds.	2" - 0 Rock in Base	2.10	18,060.00
1,400	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.35	3,290.00
250	M-gals.	Sprinkling	3.00	750.00
180	cu. yds.	3/4" - 0 Rock in Binder Course	3.00	540.00
30	tons	RC-3 Asphalt in Binder Course	44.00	1,320.00
3,000	tons	Class "B" Asphaltic Concrete	6.00	18,000.00
			Subtotal	$44,439.00
			10% Engr. & Cont.	4,443.90
			Total	$48,882.90

Length of Roadway 1.516 Miles
Cost of Roadway per Mile $32,244.65

Federal Funds- - - -

S-109(2)
S-154(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. E. Chandler
Division Engineer
State Highway Department
P. O. Box 151
Bend, Oregon

Dear Sir:

The subcontract between Central Heating Company and F. H. McEwen covering Items 14, 15, 16, 20, 21 and 22, on the West Unit, Eagle Rock-Post Contract No. 4173, Oregon S-109 (2), and S-154 (1), is approved and you may so inform the interested parties.

Three copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

FOR FILING

4173

June 17, 1954

The Central Heating Co.,Oreg.Ltd.
865 Olive St.
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4173, which was awarded to you on May 12 by the State Highway Commission, covering the West Unit,Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 8 1954
FOR FILING

4173

June 4, 1954

Mr. C. C. Poll:
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 28, 1954 on Contract No. 4173, West Unit, Eagle Rock-East Section, in Crook County, in connection with Federal Aid Project No. -109 (2), -1954 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

L. L. Williams
Deputy State Highway Engineer

RECEIVED
MAY 14 1954
FOR FILING

3-109(2)
1-1(1)
4173

May 13, 1954

The Central Heating Company Oreg. Ltd.
865 Olive
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4173 for paving the West Unit, Eagle Rock-Post Section of the Paulina Highway about 16 miles southeast of Prineville; also grading and furnishing crushed rock in stockpiles in Crook County. This award was based on your bid of $164,637.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

Enclosure

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
S-109(2)
S-154(1)
4173

May 12, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4173 for Oregon Project S-109(2), West Unit, Eagle Rock-Post Section of the Paulina Highway, to Central Heating Co., Oregon Ltd. of Eugene, Oregon, low bidder in the total amount of $162,637.00 for this project and Project S-154(1), at the May 12, 1954 bid opening.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
MAY 17 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT 3 (2)
1-1 (1)
4173

May 12, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4173 for Oregon Project S-154(1), West Unit, Eagle Rock-Post Sec. of the Paulina Highway, to Central Heating Co., Oregon Ltd. of Eugene, Oregon, low bidder in the total amount of $162,637.00, for this project and Project S-109(2), at the May 12, 1954 bid opening.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAY 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-109(2)
S-151(D)
1172

April 28, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your April 13, 1954 request for individual project program change in Item 242, Project S-109(2), Federal-aid Secondary Highway Program, Supplement No. 22, was approved by Acting Division Engineer F. E. Andrews, April 15, 1954. This letter will confirm for the record our previous verbal notification in this matter.

The total cost will now read $49,000; Federal Funds $29,000; State Funds $20,000; Length 1.52; Character of Proposed Work - grade and drain, 2-lane high type pavement.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 29 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 28 1954
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-1(2)
S-109(2)
4113
1 copy(s)

April 26, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-109(2), West Unit, Eagle Rock-Post Section of the Paulina Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

It is noted that the 10" bottom base course is to be placed in one lift. Consideration should be given to placing this base in two lifts. It is also suggested that the Special Provisions covering "Aggregates" on page 13 and "Source of Aggregates" on page 15 might well be rewritten to include a definite statement that these aggregates may be obtained from the State owned source near Station 869.

OKD

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 27 1954
STATE HIGHWAY COMMISSION

RECEIVED
JAN 13 1954
FOR FILING

S-14-(1)
3-1-161
4173

January 12, 1954

Oregon State Highway Commission

Gentlemen:

We have completed our survey on the Eagle Rock-Post Section of the Pauline Secondary Highway, which section has a length of slightly under 10 miles. It is not proposed to make any change in the existing alignment of the secondary highway, and the proposed improvement is to consist of widening, construction of rock base, and type C-1i oil mat surface treatment. The project has an allocation of $130,000 of regular federal-aid secondary highway funds.

We plan to call bids on this project in March, and it is recommended that you approve the survey, which is necessary only to provide for the acquisition of some additional right of way that will be needed for the widening operations.

This matter will be on the next agenda.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCWmm

Encl.

cc Mr. H. G. Smith

RECEIVED
JAN 12 1954
FOR FILING

S-1-(1)
-1173

January 12, 1954

Oregon State Highway Commission

Gentlemen:

We have completed our survey on the Eagle Rock-Post Section of the Paulina Secondary Highway, which section has a length of slightly under 10 miles. It is not proposed to make any change in the existing alignment of the secondary highway, and the proposed improvement is to consist of widening, construction of rock base, and type C-1i oil mat surface treatment. The project has an allocation of $180,000 of regular federal-aid secondary highway funds.

We plan to call bids on this project in March, and it is recommended that you approve the survey, which is necessary only to provide for the acquisition of some additional right of way that will be needed for the widening operations.

This matter will be on the next agenda.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:mm

Encl.

cc Mr. H. G. Smith

IR-5-489

OREGON STATE HIGHWAY DEPARTMENT

· Survey Approval Map ·

EAGLE ROCK - POST

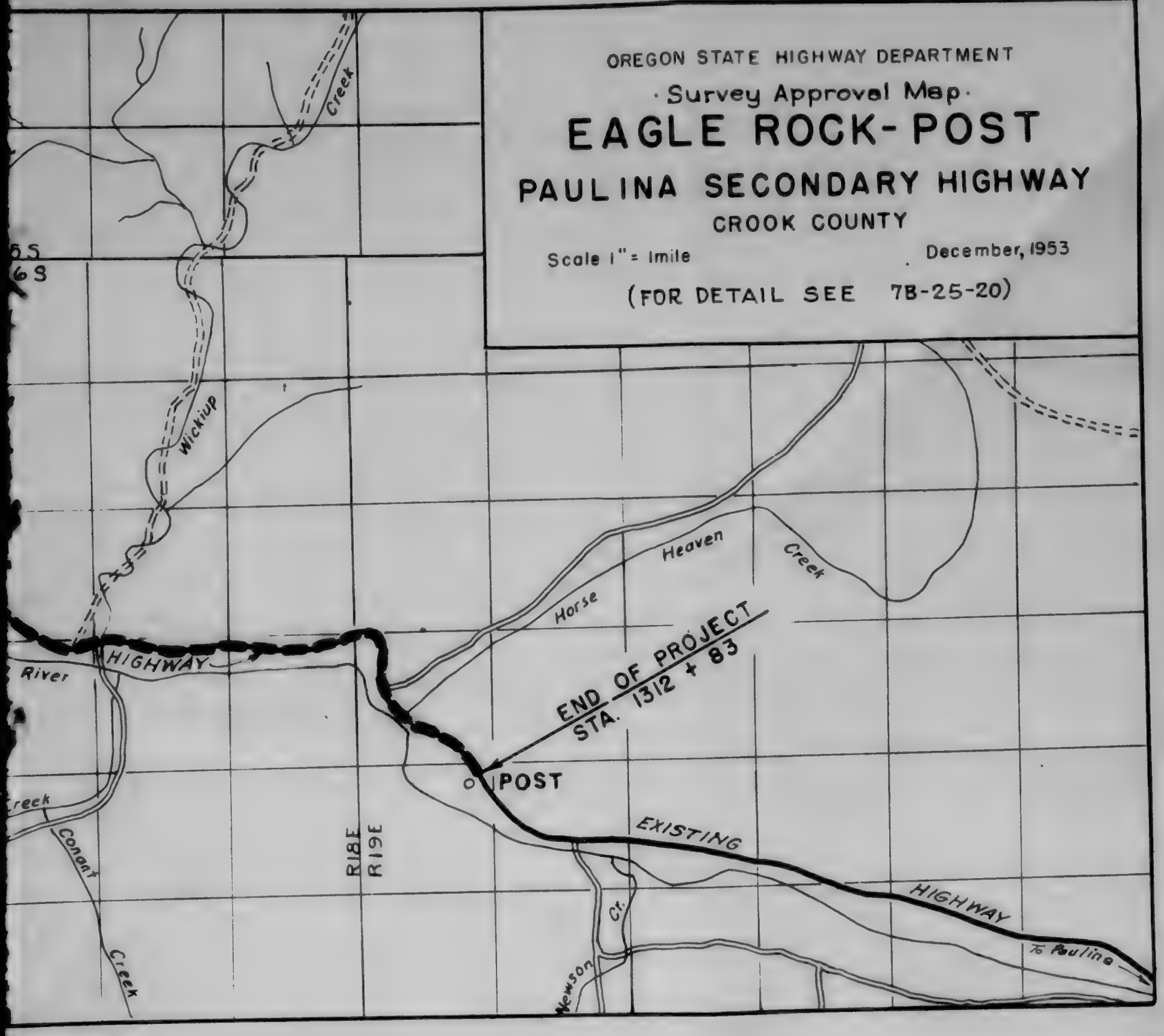
PAULINA SECONDARY HIGHWAY

CROOK COUNTY

Scale 1" = 1mile

December, 1953

(FOR DETAIL SEE 7B-25-20)



To Prineville

EXISTING

BEGINNING OF PROJECT
STA. 788 + 95.1

Pilot Butte

T 15 S
T 16 S

Creek

Wickiup

HIGHWAY
RELOCATED

River

HIGHWAY

P

O PO

Crooked

R17E
R18E

1-12-54

Creek

Conant

Lucky

Creek

R18E
R19E

Sanford Cr.

To Prineville

EXISTING

BEGINNING OF PROJECT
STA. 788 + 95.1

Pilot Butte

T 15 S
T 16 S

R 17 E
R 18 E

HIGHWAY

RELOCATED

Crooked

Sanford Cr.

Lucky

1-12-54

TYPICAL SECTION

310-1716 Sutherlin (E. Central Ave.) 1954
Grad. & Paving Proj.

#4174

RECEIVED
FEB 8 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) February 7, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4174	5-Final	K. F. Jacobsen & Co., Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1819	B-110236	$ 1,241.93	2/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Sept. 15, 1955 with penalty

Completion Date: Sept. 9, 1955

Date Accepted: Nov. 3, 1955

Penalties: An extension of time penalty was assessed

Claims: None of record

Remarks:

Date: 2-8-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
FEB 8 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) February 7, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
310-1'116	Final	K. F. Jacobsen & C., Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1819	B-142436	$ 1,241.93	2/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Sept. 15, 1955 with penalty

Completion Date: Sept. 9, 1955

Date Accepted: Nov. 3, 1955

Penalties: An extension of time penalty was assessed

Claims: None of record

Remarks:

Date: 2-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
JAN 24 1956
FOR FILING

4174

January 23, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4174 for grading and paving on the Sutherlin (East Central Avenue) City Street Section in Douglas County was completed by the contractor, K.F. Jacobsen & Co.,Inc., on September 9, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $1,241.93 will be released to the contractor on or after February 2, 1956. The total contract amount is $10,417.15, of which amount $514.82 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gf

RECEIVED
NOV 23 1955
FOR FILING

4174

November 22, 1955

K. F. Jacobsen & Co.,Inc.
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 30, 1954 to September 15, 1955 within which to complete your contract No. 4174, for grading and paving on the Sutherlin (S.Central Avenue) City Street Section in Douglas County.

The Highway Commission granted your request for an extension of time subject to the provision that all excess engineering costs be assessed as penalty. The action of the Commission was based upon the recommendation of the State Highway engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

C. T. Keasey,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
OCT 21 1955
FOR FILING

216-1116
4174

October 20, 1955

Request for extension of time
No. 24
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from A. F. Jacobsen & Co., Inc. for an extension of time on the Sutherlin (East Central Avenue) section, Contract No. 4174, from September 30, 1954 to September 15, 1955.

This project was awarded on June 4, 1954, but the contractor did not start work until September 28, which was only two days before the specified completion date. The contractor had assumed too many contracts to be able to complete during the season and therefore bypassed this one.

We have incurred an excess engineering cost of approximately $350 on this job, and I therefore recommend that the extension be granted with the engineering penalty to be assessed.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
OCT 21 1955
FOR FILING

314-1716
4174

October 20, 1955

Request for extension of time
No. 24
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from A. P. Jacobsen & Co., Inc. for an extension of time on the Sutherlin (East Central Avenue) section, Contract No. 4174, from September 30, 1954 to September 15, 1955.

This project was awarded on June 4, 1954, but the contractor did not start work until September 28, which was only two days before the specified completion date. The contractor had assumed too many contracts to be able to complete during the season and therefore bypassed this one.

We have incurred an excess engineering cost of approximately $350 on this job, and I therefore recommend that the extension be granted with the engineering penalty to be assessed.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

310-1716

Form E-1—1054

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 17, 19 55

Section Sutherlin (E. Central Ave.)

Kind of work Grading & Paving

Highway City Street

Section prefix 310 - 1716

Contractor K. F. Jacobsen & Co.

Contract number 4174

Date of contract June 4, 19 54

Date of completion Sept. 30, 19 54

Date work started Sept. 28, 19 54

Estimated date of completion Sept. 9, 19 55

Project authorization . . . . . $ 12,285.56

Per cent of time elapsed Overran %

Exclusive of Engineering . . . . . $ 11,211.92

Estimated cost of completed project, exclusive of engineering . . . . . $ 10,192.12

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 873.64

Engineering cost to date $ 804.63, 92 %

Date project was completed Sept. 9, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate on this project is about 50% complete and will be ready to submit next week, or as soon as the contractor's bills for EWO #1 are received.

This will be the last weekly report to be submitted on this project.

NOTED
G. SMITH

NOTED
L. H. Young

RECEIVED
SEP 19 1955
CONSTRUCTION ENGINEER

Signed C. T. Keasey

Address Roseburg

NOTED
C. T. WRIGHT

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.35	0.35			0.35
Miles partially completed					
Miles completed	0.35	0.35			0.35
Total estimated quantities	1,034.4	1,563.5			498.675
Estimated quantities moved or placed to date	1,034.4	1,563.5			498.675
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Showers		
Friday	Showers		
Saturday			

FORM E-123 — 50M — REVISED 1-57

RECEIVED
SEP 16 1955
FOR FILING
P
Y
4171

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Salem, Oregon
September 15th, 1955

COPY

Mr. Tom Edwards
Division Engineer

Referring to your letter of September 13, 1955 on the Oakland and Sutherlin city street paving projects, I wish to advise that inasmuch as it is impractical to secure an acceptable price agreement for sealing on these two small projects the seal may be omitted at this time.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

FORM S-123 BOM REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

C O P Y

Roseburg, Oregon
September 13, 1955

H. G. Smith
Construction Engineer

Dear Sir:

The Oakland (Stearns Avenue) Project under Contract #4175 to K. F. Jacobsen Company has been completed. We requested a price from the contractor to place a seal thereon. The best price we were able to secure was $70.00 a ton for RS-2 emulsion and $8.00 per cubic yard for rock. These prices are outrageously high, and I advised Resident Engineer Keasey to leave the seal off.

The same condition prevails at Sutherlin (East Central Avenue), Contract #4174 to K. F. Jacobsen Company. The price quoted in that instance was $70.00 for RS-2 emulsion and $7.75 per cubic yard for rock.

I recommend your concurrence in my decision not to seal these projects.

Very truly yours,

Tom Edwards
Division Engineer

TE:gb

RECEIVED
FOR FILING

June 20, 1954

E. L. Jacobson Co., Inc.
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

We are sending you today by express four fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4174, for grading and paving on the Sutherlin (S. Central St.) section in Douglas County, awarded May 12, 1954.

Contract No. 4175, for grading and paving on the Oakland (Kearns Ave.) section in Douglas County, awarded May 12, 1954.

Contract No. 4177, for paving on the Reedsport (Greenwood Ave.) section in Douglas County, awarded May 12, 1954.

Contract No. 4192, for grading and paving on the Echoes Avenue and S.E. [illegible] Frontage Road Section on the Pacific Highway East in Jackson County, awarded May 17, 1954.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

[illegible]

Secretary

gl

L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

File 911201/351

RECEIVED
MAY 17 1955
W. M. JAEKLE
CHIEF ENGINEER
C. H. TINKLER
VALUATION OFFICER
E. J. S. ALLEN
VALUATION ENGINEER
RECORDING
210-1'1'6
1174

May 17, 1955

SUBJECT: Sutherlin, Ore. - Widen Central Avenue and Relocate Station

Mr. G. S. Paxson,
Bridge Engineer,
Oregon Highway Commission,
Salem, Oregon.

Dear Sir:

* Attached are three (3) copies of Weekly Report Summaries Nos. 1 to 10 inclusive, and Supp. No. 1 of Weekly Report Summary No. 10, one of which is supported by duplicates of daily and weekly reports on Form L-7702.

These reports are in support of final bill to be rendered covering the force account work done according to terms of agreement Audit No. 94868 dated February 2, 1954, A of D No. 33179.

Very truly yours,
W. M. Jaekle
per C. H. Tinkler

* Encls.

RECEIVED
MAY 18 1955
OREGON
STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
MAY 18 1955
OREGON
STATE HIGHWAY COMMISSION

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg. Location Sutherlin Oregon G.M.O. No. GMO 5575

Gang Mofm. Electcl Report No. 1 Daily or Week Ending September 1953

Statement of difference

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Electrn	P.B. Coratt @ 2.4639								6	2.4661	
									Total Labor	6	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Conduit ½"	Ft.	.12	100						12.00
Tin Cop. Wire #12	1	.0123	250						3.09
Outlet Box 4"	Ea	.17	2						.34
" " Covers	Ea	.08	2						.16

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg Location Sutherlin Ore. G.M.O. No. 55752

Gang Communications Dept. Report No. 2 Supplimental Daily or Week Ending January 6 19 54

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Lineman									3	2.5899	

Total Labor 3

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-56

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg Location Sutherlin Oregon G.M.O. No. 5575-a

Gang District Linemen Report No. 1 [redacted] or Week Ending May 13 19 54

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Linemen	@	4.39	/	18	hr.				13		
									Total Labor	13	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex.									
Lunch	2								3.25

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Mowing Station Bldg Location Sutherlin Oregon G.M.O. No. 55752

Gang District linemen Report No. 1 Daily or ~~Weekly~~ March 8 1954

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Fireman @ 4.439 / 184 hr.									8		
Total Labor									8		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex.									
Lunch	1	170							
Total Material									1.70

Equipment	Equipment Hours * A	B	C	D	E
Truck 3/4	1 hr				
Gasoline	4 gal				

Description of Work

A Stringing in and Splicing Cable

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts. Engr Engr.

Title-S. P. Co.

Approved Clay M. Cornett

Res. Engr. State Highway Dept.

1-58

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg Location Sutherlin Oregon G.M.O. No. 55752

Gang District Lineman Report No. 1 Daily or ~~Weekly~~ March 8 1954

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Fineman		@	4.439	/	184	hr.			8		

Total Labor 8

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex.									
Lunch	1	170							

152

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg Location Sutherlin Oregon G.M.O. No 55752

Gang District Lineman Report No. 2 Daily or [redacted] March 10 1954

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Lineman			@ 4.14.39	/ 184 Hrs.					5		
									Total Labor	5	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex.									
Lunch	1	1.55							

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Move Station Bldg. Location Sutherlin Ore. G.M.O. No. 55752

Gang Signal Gang #5 Report No. 1 [redacted] or Week Ending March 20 19 54

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman.									16	2.0198	
Signalman (Head)									16	2.081	
"									16	2.021	
" (Assist)									16	2.021	
" "									16	1.793	
" "									16	1.745	
" "									16	1.745	

Total Labor 112

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Brkfst.	1								6.15
Lunch	1								6.90
Dinner	1								8.55
Hotel.	1								14.00
Foundation, Precast Signal - C.S. 70601	1	53.00							53.00
Adapter Plate 28 x 30 x 1 Shop made - Brooklyn Signal Shop	1	15.00							15.00

Total Material 103.60

Equipment	Equipment Hours * A	B	C	D	E
P6 - Dodge Van					
21.5 Gal Gas.		@	32¢		6.88
2 Qts Oil			40		80
					7.68

Description of Work

A Shift Station Semaphore

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Survey - Daily reports #1 & 2.

Correct H. J. Roberts Engr. Insp.

Title-S. P. Co.

Approved Clay M. Cornett

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Move Station Bldg. Location Sutherlin Ore. G.M.O. No. 55752

Gang Signal Gang #5 Report No. 1 Daily or [redacted] March 16 19 54

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman									8	2.0198	
Signalman (Lead)									8	2.081	
"									8	2.021	
"									8	2.021	
" Assn't									8	1.793	
" "									8	1.745	
" "									8	1.745	

Total Labor 56

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Exp.									
"			Shift	Lunch	Dinner	Hotel			
Foreman					1.00	2.00			3.00
Signalman (Lead)					1.25	2.00			3.25
"					1.25	2.00			3.25
"					1.10	2.00			3.10
" Assn't.					1.45	2.00			3.45
" "					1.25	2.00			3.25
" "					1.25	2.00			3.25

Total Material 22.55

Equipment	Equipment Hours * A	B	C	D	E
P.U. Dodge Van					
11 Gal. Gaso.		@	32¢		3.52
1 Qt Oil			40		40
					3.92

Description of Work

A Shift Station Semaphore

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct: H. J. Roberts Engr. Insp.
Title-S. P. Co.

Approved: Clay M. Cornett
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Move Station Bldg. Location Sutherlin Ore. G.M.O. No. 55752

Gang Signal Gang '5 Report No. 2 Daily or ~~Week Ending~~ March 17 19 52

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman									8	2.0198	
Signalman (Lead)									8	2.081	
"									8	2.021	
"									8	2.021	
" (Asst)									8	1.793	
" "									8	1.745	
" "									8	1.745	
									Total Labor	56	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex.									
			Brkft	Lunch					
Foreman			1.00	1.00					2.00
Signalman (Lead)			90	1.00					1.90
"			80	.85					1.65
"			80	1.25					2.05
" (Asst)			90	85					1.75
" "			95	1.25					2.20
" "			80	.70					1.50
			6.15	6.90					1
									Total Material 13.05

Equipment	Equipment Hours * A	B	C	D	E
P.6. Dodge Van					
			d		
10.5 Gal. Gaso		@	3		3.36
1. Qt. Oil			40		40
					3.76

Description of Work

A Shift. Station Semaphore

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts. E. & L. Insp.
Title-S. P. Co.

Approved Clay M. Cornell
Res. Engr. State Highway Dept.

1-32

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg. Location Sutherlin Oregon G.M.O. No. 5752

Gang District Lineman Report No. 2 [redacted] Week Ending March 27 19 52

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Lineman	@	4/4	.39	/	1/8	Hrs.			1		
Total Labor									1		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Lineman 6									
Lunch	2								3.55
Total Material									3.55

Equipment	Equipment Hours * A	B	C	D	E
Truck 3/4	Tow		2 days.		
Case. 10 Hr	Bal.				

Description of Work.

A Pulling in and Splicing Cable

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Lunch. Daily # 3 - 4

Correct H. L. Roberts Engr. Equip.

Title-S. P. Co.

Approved Clay M. Cornett

Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg. Location Sutherlin Oregon G.M.O. No. 55752

Gang District Lineman Report No. 3 Daily or [redacted] March 22 1954

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Lineman		@	44.39	/	184	Hrs.			6		
Total Labor									6		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex.									
Lunch	1	1.75							
Total Material									1.75

Equipment	Equipment Hours * A	B	C	D	E
Truck ¾ ton					
Lease 5 hr gal.					

Description of Work

A Pulling in and Splicing Cable

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts Supt. Title-S. P. Co.

Approved Clay M. Cornett Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg Location Sutherlin Oregon G.M.O. No. 5575-2

Gang District Linemen Report No. 4 Daily or ~~Weekly~~ March 23 1954

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Lineman	@	1.84	/	184	Hr.				8		
									Total Labor		8

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex									
Lunch	1	1.80							

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg Location Burbank Oregon G.M.O. No. 5575

Gang _____ Report No. 1 Daily or Weekly Ending April 22 19 54

Statement of Div #3

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Elect. Foreman	R.E. Bothne				@	4.39			8		
Helper	C.H. McArdle								8	1.757	

Total Labor 16

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Mewing Station Bldg Location Sutherlin Oregon G.M.O. No. 5595-2

Gang _____ Report No. 2. Daily or ~~Weekly~~ April 23 19 54

Statement of Dif #3

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Chief Trainman	R.E. Bothne					@ 4.39			8		
1 Helper	G.H. McCredie								8	1.757	
									Total Labor	16	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-58

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg Location Sutherlin Ore. G.M.O. No. 55752

Gang _____ Report No. _____ Week Ending Month of April 1954

Statement of Dif #3

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Elect Foreman	R.E. Bothne				@ 1.439				24		
1 Helper	C.H. McCandless								24	1.757	

Total Labor 48

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg Location Sutherlin Ore G.M.O. No 55752

Gang Report No. 3 Daily or Week Ending April 28 1954

Statement of Dif #3

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Elect. Foreman	R. E. Bottins				@	44	39		8		
1 Helper	Ed McArdle								8	1.75	

Total Labor 16

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg. Location Sutherlin, Ore. G.M.O. No. 55752

Gang _____ Report No. 5 Suppliment Daily or Week Ending July - 1954 19____

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Electrician		R. E.	Barkus.			July	13		8	$1.39	15.35
"		"	"			"	15		6		11.51
"		"	"			"	31		7		13.43
" Hlpr.		C. H.	McArdle			"	31		7	1.757	12.30

Total Labor _____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Heavy duty Indust type 2 tube Flourescent fixture type F40 T12/H.O. lamp complete.	E	17.98							35.96

1-59

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Mowing Station Bldg Location Lutherlin Oregon G.M.O. No 5575-2

Gang District Lineman Report No. 2 or Week Ending October 30 1954

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Lineman	@	49.02	/	168	Hrs.				20		
Cable Splicer	@	431.33	/	168	Hrs.				24		

Total Labor 44

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex.									
District Lineman									
Lunch	3								4.50
Cable Splicer									
Bfst	3								3.20
Lunch	3								4.95
Dinner	3								7.30
Hotel	3								12.75

Total Material 31.80

Equipment	Equipment Hours * A	B	C	D	E
Truck 3/4	Ton		3 days		
Base	10 1/2 Gal.				

Description of Work

A Stringing in and splicing Cable

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Summary-Daily 5-6-7

Correct H J Roberts Engr Insp.
Title-S. P. Co.

Approved Clay M. Cornett
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Mooring Station Bldg. Location Sutherlin Oregon G.M.O. No 5752

Gang Division Linemen Report No. 9 Sheet #2 Week Ending October 30 19 52

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			Labor on Sheet #1								
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Conduit 2"	Ft		40						
" Bend 2"	Ea		2						
" Union	Ea		2						
Cable P.I. 16 pr	Ft		115						
Lead Sleeving 1¼"	Ft		2½						
Cotton Sleeving 5/32	Ea		62						
Nipple Metal	lbs.		4						
Cotton Tape	roll		1						

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Obs Location Sutherlin Oregon G.M.O. No. 5575-

Gang District Lineman Report No. 7 Daily or Weekly October 29 19 52

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Lineman	@	$19.07	/	168	hrs.				8		
Cable Splicer	@	$31.33	/	168	hrs.				8		
									Total Labor	16	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex.									
District Lineman	1	1.45							
Cable Splicer									
Breakfast	1	110							
Lunch	1	140							
Dinner	1	240							
Motel	1	425							

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg Location Sutherlin Oregon G.M.O. No. 5575

Gang Division Lineman Report No. 7 Sheet 2 Daily or Week Ending _____ 19____

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
				Labor on Sheet 1							
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Total Material									

Equipment	Equipment Hours * A	B	C	D	E
Pickup Truck	1 da @ $8.00 per mo.				
Gasoline	2 gal.				

Description of Work

A Setting in and splicing Cable

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts Engr. Insp.
Title-S. P. Co.

Approved Clay M. Cornell
Rds. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

L-7702

Project Moving Station Bldg. Location Sutherlin Oregon G.M.O. No 5370

Gang District Linemen Report No. 6 Daily or [redacted] October 28 1954

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Lineman	@	49.02 / 168 Hrs.							6		
Cable Splicer	@	31.33 / 168 Hrs.							8		
									Total Labor	14	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex.									
Dist. of Linemen									
Lunch	1	1.60							
Cable Splicer									
Extra Lunch	1	1.00							
Dinner	1	1.35							
Hotel	1	2.30							
	1	4.25							

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

L-7702

Project Moving Station Bldg. Location Sutherlin Oregon G.M.O. No. 55752

Gang Division Lineman Report No. 6 Sheet #2 Daily or Weekly October 28 19 52

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Labor on Sheet #1

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-59

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Marine Station Bldg Location Gasburden Oregon G.M.O. No 55752

Gang District linemen Report No. 5 Daily or [redacted] ng October 27 1954

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
District Lineman	@ 419.02 / 168 hrs								6		
Cable Splicer	@ 436.33 / 168 hrs.								8		
									Total Labor	14	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Ex									
District linemans									
Lunch	1	1.45							
Cable Splicer									
Extra Lunch	1	1.10							
Dinner	1	1.30							
Hotel	1	2.40							
	1	4.25							
									Total Material 1050

Equipment	Equipment Hours * A	B	C	D	E
Truck 3/4 ton					
Gasoline	3½ gal.				

Description of Work

A Setting in and Splicing Cable

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts. Engr. Estp.
Title-S. P. Co.

Approved Clay M. Cornell
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Moving Station Bldg Location Sutherlin Ore G.M.O. No. 5575-A

Gang Division Lineman Report No. (5) Daily or ~~Week Ending~~ October 27 19 54

Sheet 2

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
				Labor on Sheet #1							

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Conduit 2"	Ft		40						
2 Bend 90°	Ea		2						
1 Union	Ea		2						
Cable L.P.I. 16 pr.	Ft		115						
Lead Sleeving 1¼"	Ft		2½						
Cotton Sleeves 5/32	Ea		64						
Wiping Metal	Lbs.		4						
Cotton Tape	Roll		1						
Prices not available									

Total Material

Equipment	Equipment Hours * A	B	C	D	E
Rented truck @ 89.50 per mo					
Gasoline	8 gal				

Description of Work	
A	Stalling and Splicing Cable
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts Engr. Asst.

Title-S. P. Co.

Approved Clay M. Cornett

Res. Engr. State Highway Dept.

RECEIVED
MAY 14 1954
FOR FILING

3 - 111
4174

May 13, 1954

K. F. Jacobsen & Co., Inc.
1601 N. E. Columbia Boulevard
Portland 11, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4174 for Sutherlin (East Central Avenue) Paving Project in Douglas County. This award was based on your bid of $11,120.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

RECEIVED
MAY 13 1954
FOR FILING

310 - 1716

4174

May 13, 1954

K. F. Jacobsen & Co., Inc.
1601 N. E. Columbia Boulevard
Portland 11, Oregon

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Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

[redacted]
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

RECEIVED
APR 29 1954
FOR FILING

310-1716
4174
Sutherlin

April 28, 1954

Ida Lehman, City Recorder
City Hall
Sutherlin, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Sutherlin covering the Special City Allotment project on E. Central Avenue from Willamette Street easterly for a distance of approximately 0.42 mile.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 30 1954
FOR FILING

file

310-1716

4174

Sutherlin

Salem, Oregon
April 28, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Sutherlin covering the Special City Allotment project on E. Central Avenue from Willamette Street easterly for a distance of approximately 0.42 mile.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Sutherlin, Oregon.

Yours very truly

Secretary

FW
Attach: 1

FORM E-20 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project on E. Central Avenue in Sutherlin.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

This project was approved on December 10, 1953.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE December 10, 1953
H. B. Bean
Secretary

4-20-54

CHARTER OF THE CITY OF SUTHERLIN

1917

CHAPTER 2. CITY OFFICERS and THEIR QUALIFICATIONS

Section 3. "The power and authority given to the municipal corporation of the City of Sutherlin by this act is vested in a Mayor and Common Council,... "

4/1/54 ... County ... Relations

RECEIVED
APR 20 1954
ENGINEER
COUNTY ... RELATIONS

4-20-54

CHARTER OF THE CITY OF SUTHERLIN

1917

CHAPTER 2. CITY OFFICERS and THEIR QUALIFICATIONS

Section 3. "The power and authority given to the municipal corporation of the City of Sutherlin by this act is vested in a Mayor and Common Council,... "

4/17/54 Sen. Union County City Relations

RECEIVED
APR 20 1954
ENGINEER
COUNTY RELATIONS

RESOLUTION

WITNESSETH this resolution made and entered upon this 12th day of April, 1954, by the Common Council of the City of Sutherlin, State of Oregon, at their meeting herein:

WHEREAS, the City of Sutherlin, Oregon, has heretofore made application to the State of Oregon, acting by and through the State Highway Commission, for assistance in repairing and reconstructing a street under the provisions of ORS 366.000 and 366.010, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of East Central Avenue from Willamette Street easterly for a distance of approximately 0.42 miles, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, and

WHEREAS, the Common Council of the City of Sutherlin has duly considered all of the facts and conditions, and therefore resolves that the agreement is necessary:

NOW THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SUTHERLIN:

RESOLVED, that that certain form of agreement hereinabove referred to be entered into by the City of Sutherlin, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of East Central Avenue, from Willamette Street easterly for a distance of approximately 0.42 miles.

RESOLVED, that the Mayor and the City Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Passed by the Common Council of the City of Sutherlin this 12th day of April, 1954.

Signed by the Mayor the 12th day of April, 1954.

D. Espenes
Mayor

ATTEST:

Ida Lehman
Recorder

RECEIVED
APR 15 1954
ENGINEER
COMMUNICATIONS RELATIONS

1K

City of SUTHERLIN
Douglas County, Oregon

April 9, 1954

Post Office Box 446

RECEIVED
APR 12 1954
ENGINEER
COUNTY & CITY RELATIONS

John F. Hagemann
Asst. Engr., County and City Relations
State Highway Department
Salem, Oregon

Dear Sir,

We are in receipt of your letter including the suggested ordinance and the agreement concerning the improvement of E. Central Avenue from Willamette St. easterly for a distance of approximately 0.42 miles.

A resolution authorizing the signing of the agreement will be presented to the City Council at its next regular meeting.

We do have, however, a reservation concerning paragraph (g) of the proposed agreement which reads as follows:
" In the event that the project requires funds in excess of Fifteen Thousand and No/100 ($15,000) Dollars, the City shall promptly, upon demand by State, deposit such a sum of money as when added to the said Fifteen Thousand and No/100 ($15,000) Dollars will equal the estimated cost of the project as revised pursuant to the successful contractor's bid; it being further understood that in the event City is required to make said deposit that when the entire project has been completed and the total cost thereof determined, if the said sum deposited exceeds the City's share of the total cost of the said project, then the surplus shall be refunded to City. If, however, the said sum deposited does not equal City's share of the total cost of the project as provided for in paragraph 1(b) hereof, then City shall promptly upon receipt of an itemized bill from State pay to State such an amount of money as when added to the said sum deposited will equal City's share of the total cost."

It is understood that the State is limited by statute to the expenditure of $15,000 only in any one municipality from the fund set up for this project. However the City of Sutherlin is restricted by the provisions of the "local budget law" and by the fact that there is no money available which might be used in the manner provided in the above mentioned paragraph shoud it become necessary. It is also understood that the project is designed with the idea in mind that the cost will not exceed the $15,000 estimate. However we would feel much more inclined to sign the agreement if we were to have a letter from your office assuring us that in the event the bids exceed the $15,000 figure they will all be rejected and readvertised, or that the project will be shaved to the point where it can be completed with the funds available.

Very truly yours,

Hugh McKinley
City Manager

RECEIVED
APR 12 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

January 26, 1954

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Mr. Hugh McKinley
City Manager
Sutherlin, Oregon

Dear Mr. McKinley:

Receipt is hereby acknowledged of your correspondence of January 18, 1954, regarding the extension of the project on E. Central Avenue to include the block between Willamette Street and Umpqua Street.

The State Highway Commission approved the project in accordance with the City's resolution, dated March 9, 1953, requesting that the project commence at Willamette Avenue and extend easterly to the east city limits. As the State Highway Commission has ruled "No allocation to any city shall exceed $15,000 from the $250,000 fund in any one year," and the estimated cost of the project as approved is $15,000, the contract cannot be changed to include this extra block.

If the City desires to have this block between Willamette Street and Umpqua Street paved, it is suggested that the City negotiate with the successful contractor to place the required asphaltic concrete at the expense of the City.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM

City of
SUTHERLIN
Douglas County, Oregon

January 18, 1954

Post Office Box 446

John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall,

The City of Sutherlin has recently received notice that the Oregon State Highway Commission has approved a project in this city which will consist of widening, building up the shoulders and resurfacing East Central from Willamette St. easterly for approximately on half mile. The city is delighted that this project has been approved.

At its last meeting the Common Council instructed me to inquire as to the possibility of extending the resurfacing portion of this project for one block West from Willammette St. This was originally concrete pavement which might be smoothed up by the application of a surface coat of asphaltic concrete. The original pavement is pretty badly broken up, is being repeatedly patched, but without particularly good results. If this surface coat could be extended as far as the West property line of Umpqua St. then the improvement of East Central St. would be tied in at the West end to fairly decent existing streets. The thought also occurs that it would be less expensive to do the job while the contractor is on hand, than to make a separate project of it.

Your suggestions on this matter will be greatly appreciated.

Sincerely yours

Hugh McKinley
City Manager

RECEIVED

NOTED
J. W. CATTRALL

December 17, 1953

NOTED
Harold C. Ayers

Mr. J. C. Kestner
Mayor
Sutherlin, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Kestner:

The State Highway Commission, at its December 10-11, 1953 meeting, approved a project in the City of Sutherlin to be constructed from the 1954 Special City Allotment fund as provided by Chapter 149, Oregon Laws 1949.

The project as approved provides for the grading, basing and placing of asphaltic concrete pavement on E. Central Avenue from Willamette Street easterly for a distance of approximately 0.50 mile.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HAC:ph

R E S O L U T I O N

3-9-53

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Sutherlin is an incorporated city of the State of Oregon, and has a population of 2,230, as given by the latest official census, and

WHEREAS, the following streets of said city, East Central from Willamette to East City Limits, and Everett Street from Calapooia Street to State Street

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

East Central from Willamette to East City Limits, and Everett Street from Calapooia Street to State Street.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Sutherlin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate W. D. Bollman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of March, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sutherlin at a regular ~~xxspecial~~ meeting of said Council, held on the 9th day of March, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of March, 1953.

Joan Clark
City Recorder

To Oakland
PACIFIC HIGHWAY
COUNTY RD
To Nonpareil
JOHN ST
ARCH ST.
6TH AVE.
5TH AVE.
4TH AVE
3RD AVE.
2ND AVE
1ST AVE
CENTRAL AVE
EVERETT AVE
GLEN AVE
DEAN ST
VALLEYVIEW
AVE
SUTHERLIN AVE
Creek
CREEK
Sutherlin
ROAD
SOUTH SIDE
JONES ST
END ST
LAUREL
HAZEL
AVE
4TH
MAPLE AVE
ASH ST.
6TH
PINE ST
OAK ST
STUB ST
ELKTON - SUTHERLIN HWY.
COUNTY ROAD
To Umpqua
To Elkton
CEDAR ST
FRONT ST
STRONG
CALAPOOYA ST
UMPQUA ST.
WILLAMETTE ST.
UMATILLA ST.
STATE ST.
DAWN ST
CROSS
SOUTHERN PACIFIC
SOUTH ST
To Roseburg
SUTHERLIN
N

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 446

Office of City Manager

NOTED
J. W. CATTRALL

February 18, 1953

NOTED
Harold C. Ayers

NOTED
F. HAGEMANN

John W. Cattrall, Engineer
County and City Relations
c/o State Highway Department
Salem, Oregon

Dear Sir:

Request hereby is made for an application for allocation of funds provided by Chapter 371, Oregon Laws, 1943 as amended to be spent on two streets within the corporate limits of the City of Sutherlin which are not a part of the State highway system and which are receiving excessive wear because of the increase in population and because of heavy and unusual logging traffic.

The streets above referred to are East Central Avenue from Willamette Street to the East City limits and Everett Street from State to Calapooia Street.

East Central Street has been and is being destroyed by the excessively heavy log truck traffic it now carries. This street was never constructed for such traffic. The low valuation of the property abutting the street makes the improvement of it infeasible under the local improvement district provisions of the law. The County is presently maintaining a truck scale on this street east of town and therefore the damage is not being caused by overloads. We feel that we need assistance not only in the allocation of funds but also in d determing the type of construction we ought to have to handle the current load.

That portion of Everett Street for which we ask assistance is one block long, carries much traffic including the Greyhound bus. Here again the valuation of the abutting property is low enough to make infeasible a local improvement district.

RECEIVED
DEC 19 1953
ENGINEER
COUNTY AND CITY RELATIONS

Dear Sir:

The City of Sutherlin covers a large area, has an assessed valuation that is consequently extremely low for such an area, has an official population count of 2230 and therefore receives monies from the State Highway Fund and from taxes that are sufficient to barely scratch the surface of our maintenance needs.

Any help you can give the City in the matter of these two Streets will be greatly appreciated.

Yours truly,

W. D. Bollman

W. D. Bollman
City Manager

WDB:jc

RECEIVED
FEB 8 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) February 7, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
4175	3-Final	K. F. Jacobsen & Co., Inc.		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)	
1820	B-142437	$ 493.48	2/7/56	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Sept. 15, 1955 with penalty

Completion Date: Sept. 9, 1955

Date Accepted: Nov. 3, 1955

Penalties: An extension of time penalty was assessed

Claims: None of record

Remarks:

Date: 2-8-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

WOULD OMIT

RECEIVED
JAN 24 1956
FOR FILING

5-10-17.3
4175

January 23, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4175 for work performed on the Oakland (Stearns Avenue) City Street Section in Douglas County was completed by the contractor, K.F. Jacobsen & Co.,Inc., on September 9, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $494.48 will be released to the contractor on or after February 2, 1956. The total contract amount is $6,019.05, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gf

RECEIVED
JAN 24 1956
FOR FILING

210 11 1
4175

January 23, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

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The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
NOV 23 1955
FOR FILING

4175

November 22, 1955

K. F. Jacobsen & Co., Inc.
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 30, 1954 to September 15, 1955 within which to complete your contract No. 4175, for grading and paving on the Oakland (Kearns Avenue) City treet Section in Douglas County.

The Highway Commission granted your request for an extension of time subject to the provision that all excess engineering costs be assessed as penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

C. T. Keasey,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
OCT 21 1955
FOR FILING

310-1114
417

October 20, 1955

Request for extension of time
No. 25
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from K. F. Jacobsen & Co., Inc. for an extension of time on the Oakland (Stearns Avenue) section, Contract No. 4175, from September 30, 1954 to September 15, 1955.

This project was awarded on May 12, 1954, but the contractor did no work until June 16, 1955. Because of the fact that he bid too many contracts to be able to complete in the 1954 season, he did not attempt to work on this project.

We have suffered an added engineering cost of approximately $220 on this contract, and I therefore recommend that the extension be granted with the engineering penalty to be assessed.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

KAP:dt lg

RECEIVED
OCT 21 1955
FOR FILING

310-1114
417

October 20, 1955

Request for extension of time
No. 25
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from K. F. Jacobsen & Co., Inc. for an extension of time on the Oakland (Stearns Avenue) section, Contract No. 4175, from September 30, 1954 to September 15, 1955.

This project was awarded on May 12, 1954, but the contractor did no work until June 16, 1955. Because of the fact that he bid too many contracts to be able to complete in the 1954 season, he did not attempt to work on this project.

We have suffered an added engineering cost of approximately $220 on this contract, and I therefore recommend that the extension be granted with the engineering penalty to be assessed.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

RAP:dt lg

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 17, 1955

Section Oakland (Stearns Ave.)

Highway City Street

Contractor K. F. Jacobsen & Co.

Date of contract May 12, 19 54

Date work started June 16, 19 55

Project authorization . . . . . $ 6,944.63
Exclusive of Engineering . . . . . $ 6,450.79

Engineering authorization . . . . . $ 493.84

Engineering cost to date $ 287.54, 58 %

Kind of work Grading & Paving

Section prefix 310 - 1717

Contract number 4175

Date of completion Sept. 30, 19 54

Estimated date of completion Sept. 9, 19 55

Per cent of time elapsed Overran %

Estimated cost of completed project, exclusive of engineering . . . . . $ 6,076.11

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed Sept. 9, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate on this project is about 50% complete and will be submitted next week.

This will be the last weekly report to be submitted on this project.

FILED
NOTED

NOTED
L. H. Young

Signed C. T. Keasey

Address Roseburg

RECEIVED
SEP 19 1955
OFFICE OF
CONSTRUCTION ENGINEER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
W. T. WRIGHT

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.15	0.15			0.15
Miles partially completed					
Miles completed	0.15	0.15			0.15
Total estimated quantities	608.3	763			322.525
Estimated quantities moved or placed to date	608.3	763			322.525
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Showers		
Friday	Showers		
Saturday			

RECEIVED
SEP 16 1955
FOR FILING

FORM E-30X 57½ 3-54 79730
5-177
417

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15th, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

W. C. WILLIAMS

Referring to your letter of September 13th, 1955 on the Oakland and Sutherlin city street paving projects, I wish to advise that inasmuch as it is impractical to secure an acceptable price agreement for sealing on these two small projects the seal may be omitted at this time.

Forrest Cooper
Ass't. Construction Engineer

FC:AN

cc to: W. C. Williams

RECEIVED
SEP 16 1955
FOR FILING

FORM E-30X 87½ 9-54 78730
30-177
417

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15th, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

W. C. WILLIAMS

Referring to your letter of September 13th, 1955 on the Oakland and Sutherlin city street paving projects, I wish to advise that inasmuch as it is impractical to secure an acceptable price agreement for sealing on these two small projects the seal may be omitted at this time.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

FORM E-30X—67,500—2-55—62567

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 13, 1955

SUBJECT:

To: H. G. Smith
Construction Engineer

W. C. WILLIAMS

Dear Sir:

The Oakland (Stearns Avenue) Project under Contract #4175 to K. F. Jacobsen Company has been completed. We requested a price from the contractor to place a seal thereon. The best price we were able to secure was $70.00 a ton for RS-2 emulsion and $8.00 per cubic yard for rock. These prices are outrageously high, and I advised Resident Engineer Keasey to leave the seal off.

The same condition prevails at Sutherlin (East Central Avenue), Contract #4174 to K. F. Jacobsen Company. The price quoted in that instance was $70.00 for RS-2 emulsion and $7.75 per cubic yard for rock.

I recommend your concurrence in my decision not to seal these projects.

Very truly yours,

L R Handley

for Tom Edwards
Division Engineer

TE:gb

RECEIVED
SEP 14 1955
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
FOR FILING
10-1117
4117-

June 29, 1954

F. F. Jacobsen & Co.,Inc.
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

We are sending you today by express four fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4174, for grading and paving on the Sutherlin (E.Central Ave.) Section in Douglas County, awarded May 12, 1954.

Contract No. 4175, for grading and paving on the Oakland (Stearns Ave.) Section in Douglas County, awarded May 12, 1954.

Contract No. 4177, for paving on the Reedsport (Greenwood Ave.) Section in Douglas County, awarded May 12, 1954.

Contract No. 4192, for grading and paving on the Ochoco Avenue and O.L.C.C. Frontage Road Section on the Pacific Highway East in Clackamas County, awarded May 17, 1954.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED
V. R. JONES

May 25, 1954

Mr. F. G. Hewett
City Recorder
Oakland, Oregon

NOTED
Harold C. Ayers

Dear Sir:

On May 12, 1954 the State Highway Commission awarded a contract to the K. F. Jacobsen & Company Inc. for the paving of Stearns Avenue in Oakland. The contract provides that all work shall be completed not later than September 30, 1954.

Enclosed for the City's records is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM
Encl.

NOTED

RECEIVED
MAY 14 1954
FOR FILING

1-1171

4175

May 13, 1954

K. F. Jacobsen & Co., Inc.
601 N. E. Columbia Boulevard
Portland 11, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4 75 for the Oakland (Stearns Avenue) Grading and Paving Project in Douglas County. This award was based on your bid of $6,173.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

Enclosure

RECEIVED
APR 30 1954
FOR FILING

file

310-1717

4175

Oakland

Salem, Oregon
April 28, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Oakland covering the Special City Allotment project on Stearns Avenue from Highway 99E westerly for a distance of approximately 0.15 mile.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Oakland, Oregon.

Very truly yours

Secretary

vm
Attach: 1

RECEIVED
APR 30 1954
FOR FILING

file

310-1717

4175

Oakland

Salem, Oregon
April 28, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Oakland covering the Special City Allotment project on Stearns Avenue from Highway 99E westerly for a distance of approximately 0.15 mile.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Oakland, Oregon.

Very truly yours

Secretary

rn
Attach: 1

FORM E-20 20M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project in Oakland as approved by the Highway Commission on December 10, 1953. Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

December 10, '53

RECEIVED
APR 29 1954
FOR FILING

310-1717

4175

Oakland

April 28, 1954

Cal. Bowles, City Recorder
City Hall
Oakland, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Oakland covering the Special City Allotment project on Stearns Avenue from Highway 99E westerly for a distance of approximately 0.15 mile, in the city of Oakland.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

4-12-54

CHARTER OF THE CITY OF OAKLAND

1917

ARTICLE VI MISCELLANEOUS

Section 4: "The City of Oakland is not bound by any contract or in any way liable thereon unless the same is authorized by a city ordinance and made in writing and by order of the council, signed by the Mayor and Recorder or some other authorized person in behalf of the city; ''' "

John Graham
County + City Relations

Ordinance approved as to ~~form~~ form. M. McAdams 4/12/54

LAW OFFICES
GEDDES, FELKER, WALTON & RICHMOND
217-218 U. S. NATIONAL BANK BUILDING
P. O. BOX 567
ROSEBURG, OREGON

PAUL E. GEDDES
CARL M. FELKER
DUDLEY C. WALTON
JAMES B. RICHMOND

April 8, 1954

Oregon State Highway Department
Salem, Oregon

Attention: John F. Hagemann
Re : City of Oakland, Oregon

Gentlemen:

Enclosed is certified copy of Ordinance No. 153 of the City of Oakland, which was passed by the City Council at its regular meeting on April 6, 1954, by unanimous vote of the entire City Countil.

I wish to advise you in this connection that said Ordinance was duly and regularly submitted to the Common Council in the manner provided by its Charter and the laws and statutes of the State of Oregon.

If you wish any further information, please advise.

Very truly yours,

Carl M. Felker

CMF:lih
Enc.

ORDINANCE NO. 153

AN ORDINANCE PROVIDING FOR THE EXECUTION BY THE MAYOR AND THE CITY RECORDER OF AN AGREEMENT BETWEEN THE CITY OF OAKLAND, OREGON, AND THE OREGON STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF STEARNS AVENUE FROM PACIFIC HIGHWAY NO. 99 WESTERLY TO THE CITY LIMITS, PROVIDING FOR THE PAYMENT OF SAID IMPROVEMENTS BY THE STATE HIGHWAY COMMISSION IN ACCORDANCE WITH THE PROVISIONS OF O.R.S. 366.800 AND 366.805 AND DECLARING AN EMERGENCY.

AN ORDINANCE providing for a form of agreement by and between the City of Oakland, Oregon, and the State of Oregon, acting by and through its State Highway Commission, for the improvement of Stearns Avenue from Pacific Highway 99 Westerly for approximately 0.15 mile and declaring an emergency.

WHEREAS, the City of Oakland, Oregon, has heretofore made application to the State of Oregon, acting by and through the State Highway Commission, for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Stearns Avenue from 99 E. Westerly for a distance of approximately 0.15 mile, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and no/100 ($15,000) Dollars, the City to pay all costs in excess of $15,000.00.

4/12/54 approved

THE PEOPLE OF THE CITY OF OAKLAND DO ORDAIN AS FOLLOWS:

ORDINANCE NO. 153

AN ORDINANCE PROVIDING FOR THE EXECUTION BY THE MAYOR AND THE CITY RECORDER OF AN AGREEMENT BETWEEN THE CITY OF OAKLAND, OREGON, AND THE OREGON STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF STEARNS AVENUE FROM PACIFIC HIGHWAY NO. 99 WESTERLY TO THE CITY LIMITS, PROVIDING FOR THE PAYMENT OF SAID IMPROVEMENTS BY THE STATE HIGHWAY COMMISSION IN ACCORDANCE WITH THE PROVISIONS OF O.R.S. 366.800 AND 366.805 AND DECLARING AN EMERGENCY.

AN ORDINANCE providing for a form of agreement by and between the City of Oakland, Oregon, and the State of Oregon, acting by and through its State Highway Commission, for the improvement of Stearns Avenue from Pacific Highway 99 Westerly for approximately 0.15 mile and declaring an emergency.

WHEREAS, the City of Oakland, Oregon, has heretofore made application to the State of Oregon, acting by and through the State Highway Commission, for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Stearns Avenue from 99 E. Westerly for a distance of approximately 0.15 mile, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and no/100 ($15,000) Dollars, the City to pay all costs in excess of $15,000.00.

4/12/54 Approved as to form. M.A.

THE PEOPLE OF THE CITY OF OAKLAND DO ORDAIN AS FOLLOWS:

Section 1. That that certain form of agreement herein above referred to be entered into by the City of Oakland, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Stearns Avenue from 99 E. Westerly for a distance of approximately 0.15 mile, be and is hereby approved and accepted as so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in tripiicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. WHEREAS, it is necessary that said improvements be made in the spring or summer of 1954, while the weather permits; and WHEREAS, the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Oakland, Oregon, an emergency is hereby declared to exist, and this Ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

PASSED BY THE COMMON COUNCIL AT REGULAR MEETING ON APRIL 6, 1954.

APPROVED BY THE MAYOR: (Cal)

ATTEST: /s/ CALVIN L. BOWLES
CITY RECORDER

/s/ W. O. WEGNER
MAYOR

The undersigned, the duly appointed, qualified and acting City Recorder of the City of Oakland, Oregon, does hereby certify that the foregoing is a true and exact copy of Ordinance No. 153 adopted by the Common Council of the City of Oakland, Oregon, on Tuesday, the 6th day of April, 1954.

Dated at Oakland, Oregon, this 9th day of April, 1954.

/ Cal Bowker

City Recorder

RECEIVED

310-1717
4175
Salem 4837

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29th, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

RECEIVED

Dear Sir:

In regard to the letter from The Martin Brothers Box Company to the District Engineer of the Copco. This letter apparently concerns the movement of a power pole from some Southern Pacific property in order to widen a turn on Stearns Avenue.

We are making a survey of Stearns Avenue under the city fund program, and apparently the City will need to acquire an easement for the movement of this pole but have deferred it until we complete the survey.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
FEB 1 1954
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: January 29, 1954 No. 4837 By IVCW

Description: Copy of letter from Raymond J. Martin, The Martin Bros. Box Co. of Ore., to H.C. Wells, Dist. Mgr., Calif.-Ore. Power Co., 324 Jackson St., Roseburg, Ore., 1-27-54, confirming telephone conversation re the survey the State has promised to make of proposed change of Stearns Ave. in Oakland.

Acknowledged by ____ Referred to H. G. Smith

__ Investigate and report with recommendation
__ Such action as necessary
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr. _____
__ Contact correspondent and report

PLEASE RETURN TO W. C. WILLIAMS

Remarks: What does this mean?

Executed 2-1-54 mc Report Received _____

January 27, 1954

NOTED W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

ager
ny

to confirm our telephone conversation
ou up to date as to what has transpired

telephone Monday, I have done as you had
the City of Oakland write the Southern
t covering the amount of property necessary.
rking on the problem of the power pole in
ing with the State in an effort to have the
widened, on the basis that it is an access
hway and from Route 225. The State has
to make a survey of the proposed change
y has decided to wait until they receive
e property necessary for widening the road
and also that necessary for easing the turn where the power pole is at the present time. The City of Oakland will then request of the Southern Pacific the easement necessary to cover both situations. The City of Oakland is currently after the State to complete the survey as quickly as possible.

We will keep you informed regarding the completion of the survey in question.

Very truly yours,

THE MARTIN BROTHERS BOX COMPANY OF OREGON

Raymond J. Martin

RJM/bb
cc: W. O. Wegner
P. E. Gureke
A. S. Cummins
C. H. Heltzel
R. H. Baldock
L. P. Hopkins
F. J. Martin
B. L. Martin
H. C. Erdmann
J. Chapman

NOTED
H. G. SMITH

January 27, 1954

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Mr. H. C. Wells, District Manager
California-Oregon Power Company
324 Jaakson Street
Roseburg, Oregon

Dear Mr. Wells:

I am writing this letter to confirm our telephone conversation of Monday and also to bring you up to date as to what has transpired since that time.

As I informed you on the telephone Monday, I have done as you had suggested and requested that the City of Oakland write the Southern Pacific asking for an easement covering the amount of property necessary. The City of Oakland, while working on the problem of the power pole in question, have also been working with the State in an effort to have the road known as Stearns Avenue widened, on the basis that it is an access road both from the new 99 Highway and from Route 225. The State has promised the City of Oakland to make a survey of the proposed change of Stearns Avenue and the City has decided to wait until they receive that survey, covering both the property necessary for widening the road and also that necessary for easing the turn where the power pole is at the present time. The City of Oakland will then request of the Southern Pacific the easement necessary to cover both situations. The City of Oakland is currently after the State to complete the survey as quickly as possible.

We will keep you informed regarding the completion of the survey in question.

Very truly yours,

THE MARTIN BROTHERS BOX COMPANY OF OREGON

Raymond J. Martin

RJM/bb
cc:W. O. Wegner
P. E. Gurske
A. S. Cummins
C. H. Meltzel
R. H. Baldock
L. P. Hopkins
F. J. Martin
E. L. Martin
H. C. Erdmann
J. Chapman

NOTED
H. G. SMITH

NOTED
J. W. CATTRALL

December 17, 1953

NOTED
Harold C. Ayers

Mr. F. G. Hewitt
City Recorder
Oakland, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

The State Highway Commission at its December 10-11, 1953 meeting approved a project in the City of Oakland to be constructed from the 1954 Special City Allotment fund as provided for in paragraph 149, Oregon Laws 1949.

The project as approved provides for the placing of required base and shoulder rock and 3" asphaltic concrete pavement 20' in width on Stearns Avenue from Pacific Highway to westerly city limits, a distance of approximately 0.15 mile.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:as

R E S O L U T I O N

8-18-53

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of OAKLAND is an incorporated city of the State of Oregon, and has a population of 850, as given by the latest official census, and

WHEREAS, the following streets of said city, Oak Street East from First Street to Third Avenue and South on Third Avenue from Oak Street to Maple Street, East on Maple Street to the City Limits; and Stearns Lane from the Pacific Highway West to City Limits

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Oak Street from First Street to Third Avenue

South on Third Avenue from Oak Street to Maple Street

East on Maple Street to the City Limits

Stearns Lane from the Pacific Highway West to City Limits

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Oakland does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate W.O.Wegner , Mayor, as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18th day of August, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Oakland at a regular or special meeting of said Council, held on the 18th day of August, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of August, 1953.

City Recorder
~~xxxxxxxxx~~
Mayor

Form cc-50

OAKLAND

Scale: 1"=800'

[illegible]

[illegible] 2" [illegible] 3" [illegible] 2½" [illegible]

[illegible]	250 Lineal	$ 2.00	$ 500.00
3" [illegible]	390 Lineal	2.00	780.00
3½" [illegible]	220 Lineal	5.00	1100.00
[illegible]	[illegible]	[illegible]	48.00
3/4" [illegible]	[illegible]	[illegible]	80.00
[illegible]	4 Tons	[illegible]	300.00
[illegible]	400 Tons	9.50	3800.00
			$ 5888.00
	Prel. estimate of Const Cost		5888.00
	12½% Eng and Contg		736.00
	Contg Eng		400.00
			$ 7024.00

7,000

#54.

OAKLAND

Scale: 1"=800'

RECEIVED

FOR FILING

310-171R
4176

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4176	3-Final	Roseburg Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25733	P-210903	$ 500.00	12/17/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 15, 1954

Time Extensions: to Oct. 15, 1954 without penalty

Completion Date: Oct. 15, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC 17 1954
FOR FILING

510-1718

December 15, 1954

Roseburg Lumber Co.
1[illegible] Maple St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, has under discussion your request for an extension of time from September 15, 1954 to October 15, 1954 within which to complete your contract No. 4176, for grading and paving on the Glendale (Lorella Avenue) Section in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

[illegible]

Secretary

cc: Jos. Strauss,
Division Engineer

R. H. Ball,
Resident Engineer

R. O. Smith,
Construction Engineer

December 10, 1954

NOTED
Ber...

Mr. A. J. Smith
City Recorder
Glendale, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

NOTED
J. F. HAGEMANN

This is to advise you that Contract No. 4176 with Roseburg Paving Co. for grading and paving on Sether Avenue in Glendale was completed on October 15, 1954.

Under the terms of the agreement between the City of Glendale and the State Highway Commission, the City assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
DEC 1 - 1954
FOR FILING

December 1, 1954

REGISTERED MAIL

American Automobile Insurance Company
Box 1531
Portland, Oregon

Gentlemen:

State highway contract No. 4176 for work performed on Setzer Ave. in the City of Glendale, Douglas County was completed by the contractor, Roseburg Paving Co. on October 15, 1954, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,019.40 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - American Automobile Insurance Co.
Rainier Agency
Douglas County State Bank Bldg.
Roseburg, Oregon

NOTED ON CARD
12-1-54

RECEIVED
NOV 24 1954
FOR FILING

21 - 1718
4176

November 23, 1954

Oregon State Highway Commission

Request for extension of time
No. 11
December 7 and 8 Meeting

Gentlemen:

Herewith is a request from the Rosebury Paving Company for an extension of time on the Riverdale City Section, Contract No. 4176, from September 15, 1954 to October 15, 1954.

The contractor had three small city contracts in this immediate area and also the subcontract for paving on the Canyonville East Project. He bid these jobs with the intention of completing all four from one plant setup. Failure of the contractor on the Canyonville East section to complete the grading within the required time delayed the moving in of the paving contractor's plant.

There was no inconvenience or extra cost, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

HGS: fp

RECEIVED
NOV 16 1954
FOR FILING

310-116
4-2-

November 15, 1954

American Automobile Insurance Co.
P. O. Box 1531
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roseburg Paving Company on contract No. 4177, covering grading and paving (Gether Ave.) in the City of Glendale in Douglas County. This payment, in the amount of $6,356.60 will be released to the contractor on or after November 26, 1954. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - American Automobile Insurance Co.
Rainier Agency
Douglas County State Bank Bldg.
Roseburg, Oregon.

NOTED ON CARD
11-16-54

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 16, 1954, 19

Section	Glendale (Sether Ave)	Kind of work	Grading & Paving
Highway	City Street	Section prefix	310-1718
Contractor	Roseburg Paving Co.	Contract number	4176
Date of contract	May 12, 1954, 19	Date of completion	Sept. 15, 1954, 19
Date work started	Oct. 1, 1954, 19	Estimated date of completion	Oct. 15, 1954, 19
Amount of contract (Project Auth. Excl of Engr)	$ 9,185.55	Per cent of time elapsed	100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 7,982.25

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 600.00, 85 % Date project was completed October 15, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Started and completed the laying of the asphaltic concrete pavement this week, raised manhole and placed shoulder material completing the job on the 15th.

NOTED
B. A. MARTIN

Signed C C Hall

Address Myrtle Creek, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	435	606			411
Estimated quantities moved or placed to date	All	All			All
Average daily quantities		120			205
Average daily quantities necessary to complete project on time			completed		
Number shifts per day					1
Hours per shift					9
Average force on project for week					20

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons	9						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....1....., Rollers ....2....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Rain		
Wednesday	cloudy		
Thursday	fair		
Friday	"		
Saturday	"		

STATE PRINTING

RECEIVED
AUG
FOR FILING

August 13, 1954

Roseburg Paving Co.
1258 Maple St.
Roseburg, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4165, for paving on the Myrtle Creek (1st Street) Section in Douglas County, awarded May 11, 1954.

Contract No. 4176, for grading and paving on the Glendale (Wether Avenue) Section in Douglas County, awarded May 12, 1954.

Contract No. 4189, for paving on the Riddle (Front Street) Section in Douglas County, awarded May 17, 1954.

A copy of each of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encls.

RECEIVED
MAY 14 1954
FOR FILING

4176

May 13, 1954

Roseburg Paving Co.
1258 Maple Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4176 for Glendale (Sether Avenue) Grading and Paving Project in Douglas County. This award was based on your bid of $8,790 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

RECEIVED
APR 13 1954
FOR FILING
310-1718
4176

April 16, 1954

Mr. A. J. Smith, City Recorder
City Hall
Glendale, Oregon

Dear Sir:

We are enclosing herewith for the records and files of the City of Glendale a fully executed copy of an agreement between the State Highway Commission and the City of Glendale covering the Special City Allotment project on Sether Avenue from Brown Street easterly to junction with new County Road, a distance of approximately 0.23 mile. in the city of Glendale.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 19 1954
FOR FILING

file

Salem, Oregon
April 16, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Glendale covering the Special City Allotment project in the City of Glendale.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Glendale, Oregon.

Very truly yours,

Secretary

rm
Attach: 1

FORM E-20 20M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project in Glendale.

Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

This project was approved by the Commission
Dec 10, 1953

AUTHORIZED BY HIGHWAY COMMISSION
DATE December 10, 1953
H H Kenyon Jr
Secretary

ORDINANCE NO. 174

4-5-54

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF GLENDALE, OREGON, AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF SETHER AVENUE FROM BROWN STREET TO COUNTY ROAD AND DECLARING AN EMERGENCY.

WHEREAS, THE CITY OF GLENDALE, OREGON, HAS HERETOFORE MADE APPLICATION TO THE STATE OF OREGON, ACTING BY AND THROUGH THE STATE HIGHWAY COMMISSION, FOR ASSISTANCE IN REPAIRING OR RECONSTRUCTING STREETS UNDER THE PROVISION OF ORS 366.800 AND 366.805, AND

WHEREAS, THE STATE HIGHWAY COMMISSION HAS ACCEPTED SUCH APPLICATION FOR THE IMPROVEMENT OF SETHER AVENUE FROM BROWN STREET TO COUNTY ROAD, AND

WHEREAS, IN THE FORM OF AGREEMENT PREPARED BY THE STATE HIGHWAY COMMISION AND APPROVED BY THE CITY ATTORNERY, THE HIGHWAY COMMISSION HAS AGREED TO PAY THE COSTS OF THE PROJECT UP TO FIFTEEN THOUSAND AND No/100 ($15,000) DOLLARS, THE CITY TO PAY ALL COSTS IN EXCESS OF $15,000.

THE PEOPLE OF THE CITY OF GLENDALE DO ORDAIN AS FOLLOWS:

SECTION 1. THAT THAT CERTAIN FORM OF AGREEMENT HEREIN ABOVE REFERRED TO BE ENTERED INTO BY THE CITY OF GLENDALE, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH THE STATE HIGHWAY COMMISSION, PROVIDING FOR THE IMPROVEMENT OF SETHER AVENUE FROM BROWN STREET TO COUNTY ROAD AND IS HEREBY APPROVED AND ACCEPTED AS SO SUBMITTED.

SECTION 2. THAT THE MAYOR AND RECORDER ARE HEREBY AUTHORIZED AND DIRECTED TO EXECUTE SAID AGREEMENT IN TRIPLICATE AND TO DELIVER SAID AGREEMENT TO THE STATE HIGHWAY COMMISSION FOR EXECUTION BY SAID COMMISSION.

SECTION 3, WHEREAS, IT IS NECESSARY THAT SAID IMPROVEMENTS BE MADE IN THE SPRING OR SUMMER OF 1954, WHILE THE WEATHER PERMITS, AND WHEREAS THE STATE HIGHWAY COMMISSION CANNOT AWARD A CONTRACT FOR SAID IMPROVEMENTS UNTIL THE SAID AGREEMENT HAS BEEN EXECUTED BY THE MAYOR AND RECORDER, THEREBY INVOLVING THE PEACE, HEALTH, AND CREDIT OF THE PEOPLE OF THE CITY OF GLENDALE, OREGON, AN EMERGENCY IS HEREBY DECLARED TO EXIST AND THIS ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FROM AND AFTER ITS PASSAGE BY THE COUNCIL AND APPROVAL BY THE MAYOR.

AYES ----4
NAYS ----0

SUBMITTED TO AND APPROVED BY THE MAYOR ON THE 5TH DAY OF APRIL 1954

ATTEST:

A. J. Smith
A. J. SMITH, RECORDER

L L Sparks
L. L. SPARKS, MAYOR

RECEIVED
APR 8 - 1954
ENGINEER
COUNTY & CITY RELATIONS

ORDINANCE NO. 174

4-5-54

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF GLENDALE, OREGON, AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF SETHER AVENUE FROM BROWN STREET TO COUNTY ROAD AND DECLARING AN EMERGENCY.

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AYES ----4
NAYS ----0

SUBMITTED TO AND APPROVED BY THE MAYOR ON THE 5TH DAY OF APRIL 1954

ATTEST:

A. J. Smith
A. J. SMITH, RECORDER

L L Sparks
L. L. SPARKS, MAYOR

RECEIVED
APR 8 - 1954
ENGINEER
COUNTY & CITY RELATIONS

CHARTER OF THE CITY OF GLENDALE

1912

CHAPTER II OFFICERS

Section 3 - "The power and authority given to the municipal corporation of the City of Glendale by this act is vested in a Mayor and Common Council, and such other officers as are hereinafter provided by this charter, and their successors in office, to be exercised in the manner hereinafter prescribed."

To John Graham:
County + City Relations'
Ordinance re Agreement
approved as to form.
M H. 4.8.54

R E S O L U T I O N

X - 53

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of GLENDALE is an incorporated city of the State of Oregon, and has a population of 871, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

SETHER AVENUE

_____

_____

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

SETHER AVENUE

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of GLENDALE does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate A.J. Smith as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3 day of AUGUST, 1953

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

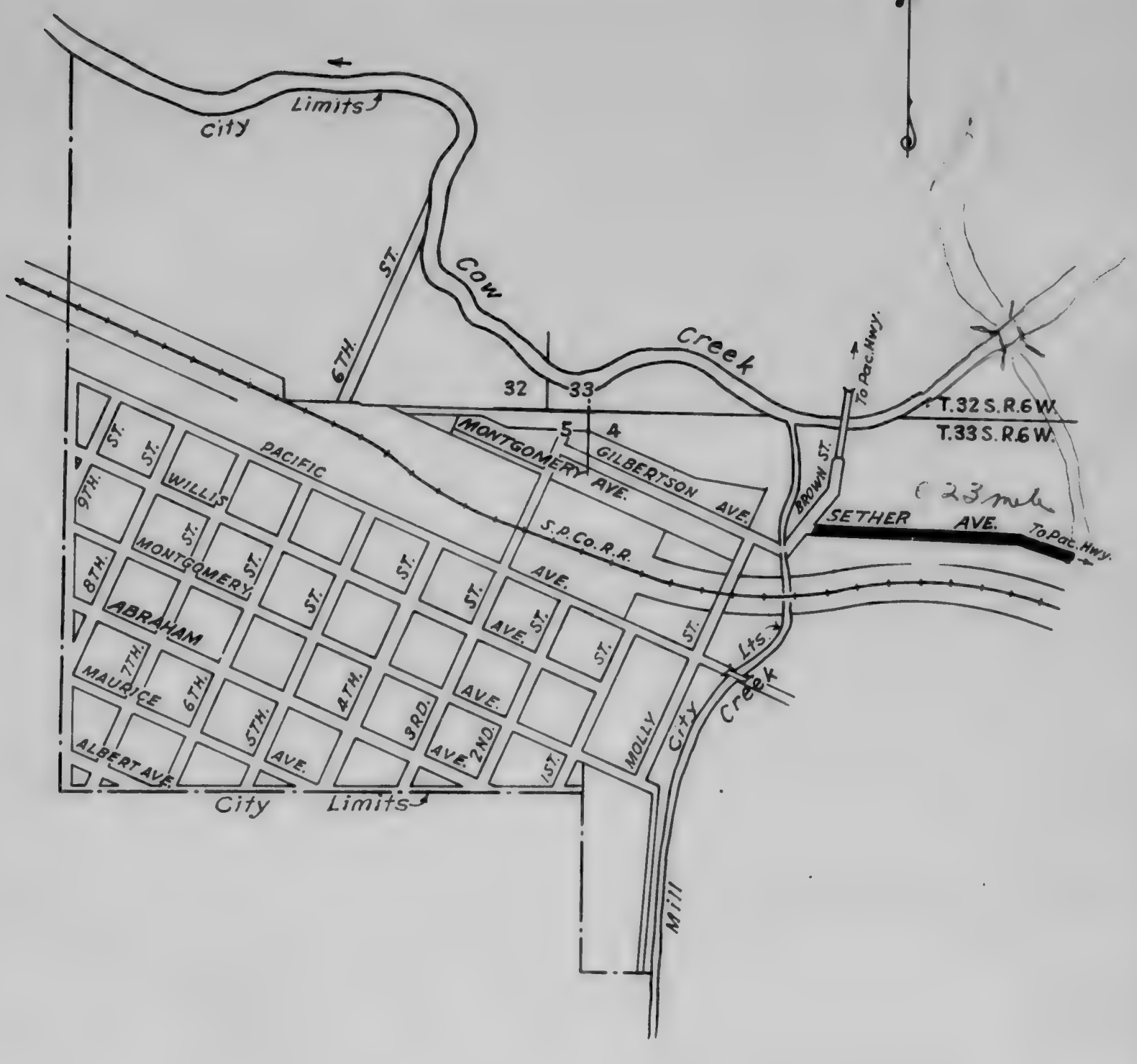
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of GLENDALE at a regular or ~~special~~ meeting of said Council, held on the 3 day of AUGUST, 1953 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3 day of AUGUST, 1953

A.J. Smith
City Recorder

GLENDALE

Scale 1"=800'



Rev. 8-29-49

(D-171) Report "Seminar: Arc." 1964
Proj.

ARCHIVED

OREGON STATE HIGHWAY DEPARTMENT

(date)
Aug. 10, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
310-17-9 4177	1-final	K. F. Jacobsen & Co. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16127	R-101114	$ 8,753.51	8/9/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1954

Time Extensions: None

Completion Date: July 13, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1954

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

8-12-54

Warrant Mailed:

Floyd Quinn
ass't Secty.

RECEIVED
FOR FILING

August 2, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4177 for paving on the Reedsport (Greenwood Ave.) Section in Douglas County was completed by the contractor, K. F. Jacobsen & Co.,Inc., on July 13, 1954 but has not as yet been accepted by the Commission.

Final payment in the amount of $8,753.51 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $8,753.51, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

Form E-1—10M

310-1711

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 17, 1954

Section Reedsport (Greenwood Avenue)

Highway City Street

Contractor K. F. Jacobsen & Co. Inc.

Date of contract May 21, 1954

Date work started June 23, 1954

Amount of contract . . . . . $ 9,339.69

Kind of work Paving

Section prefix 310-1719

Contract number 4177

Date of completion September 15, 1954

Estimated date of completion July 13, 1954

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . $ 8,753.51

Per cent of contract completed, based on total contract price . . . . . 100% %

Engineering cost to date $ 650.52, 91 %

Date project was completed 7-13, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished paving on Monday. 3/4"-0 material on shoulders completed on Tuesday. Most of equipment moved out Tuesday and Wedensday. There is a little cleaning up to do at plant site.

Job submitted to Division office on Tuesday of this week.

This will be final report on this project.

NOTED T.L. OCT 3

NOTED I.G. SMITH

NOTED B. A. MARTIN

NOTED FORREST COOPER

RECEIVED JUL 19 1954 OFFICE OF CONSTRUCTION ENGINEER

Signed P. T. Burnett Res. Engr.

Address Box 638, Reedsport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.21
Miles partially completed					
Miles completed					0.21
Total estimated quantities		3m-0 77			807 Ton
Estimated quantities moved or placed to date		77			807 Ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ...1....., Rollers .....1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....Adnun Paving Mach. 1 . . Trucks . 2 . . ..

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all Week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

RECEIVED
FOR FILING

June 29, 1954

K. F. Jacobsen & Co.,Inc.
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

e are sending you today by express four fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4174, for grading and paving on the utherlin (E.Central Ave.) Section in Douglas County, awarded May 12, 1954.

Contract No. 4175, for grading and paving on the Oakland (Stearns Ave.) Section in Douglas County, awarded May 12, 1954.

Contract No. 4177, for paving on the Reedsport (Greenwood Ave.) Section in Douglas County, awarded May 12, 1954.

Contract No. 4192, for grading and paving on the choco Avenue and O.L.C.C. Frontage Road Section on the Pacific Highway East in Clackamas County, awarded ay 17, 1954.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

ecretary

gl

Form No. E-290—5-49—5M—Pads of 50

OREGON STATE HIGHWAY DEPARTMENT

NOTED
Harold C. Ayers

Authority to Over-Run Contract Amount

Project Name Readsport (Greenwood Avenue) Date June 9, 19 54

Highway City Street Contract No. 4177

County Douglas FAP City Prefix 310-1719

Contractor K. F. Jacobsen & Co. Inc. Request No. One

Summary Statement:

Contract amount		$ 8,937.50
Over-run of contract amount previously authorized	$	
Over-run for which authority is now requested	959.50	
Total over-run (10.7 per cent)		$ 959.50
Total (contract amount plus over-run)		$ 9,897.00

Itemization of Over-Run Now Requested:

	Major Items	Quantity	Unit Price	Amount
1.	3"-0 Material in Leveling Course and Shoulders	27 Cu. Yd.	$ 3.80	$102.60
3.	Class "B" Asphaltic Concrete	82 Ton	10.45	856.90

NOTED
V. R. JONES

Minor items, unitemized (not more than 20 per cent of subtotal) .....

Subtotal ..... $ .....

Less for savings on under-run items .....

Net amount of over-run for which authority is now requested ..... $ 959.50

Description of Additional Work or Conditions Occasioning Over-Run Now Requested:

(Include station number locations when practicable)

Curbs are being installed on North side of street and extended on South side to approximate intersection of 6th. Street. Sta. 4+65 to Sta. 7+73 on North side and Sta. 7+23 to Sta. 8+23 on South side. City of Readsport has requested that paving to be done under present contract be extended to include curb to curb widths the full length of block between 5th and 6th Streets.

INSTRUCTIONS

Submit request on this form whenever conditions are encountered which require considerable increases in contract quantities and whenever the revised total cost for the bid items in the contract (as shown in the "Monthly Project Cost Report") is revised upward and is above the total shown in the contract.

Submit three copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 10,054.69	
Present estimate of project cost, including $ 959.50 for work under this request	$ 11,014.19	
Expected ~~under-run~~ over-run (amount)	$ 959.50	
Expected ~~under-run~~ over-run (per cent)	$ 9.5%	

Space to right of this line is for use of Salem Office.

Submitted by: J. J. Dunn
Resident Engineer

Approval Recommended: L. H. Young
Division Engineer

Approval Recommended: M. Bugbee
Assistant Construction—Bridge—Engineer

Approved: M. Bugbee
Assistant State Highway Engineer

State Printing Dept. 31969

FO FORM K-90 8SM 9-61 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

310 - 1711

4177

Salem, Oregon
June 4, 1954

NOTED
W. C. WILLIAMS

SUBJECT: Special City Allotment Project (1954)
City of Reedsport

To: Mr. W. C. Williams
O F F I C E

Thursday afternoon, June 3rd, Mr. Baldock called re a telephoned request from Tom Lillebo, Mayor of Reedsport, that additional paving in connection with the Reedsport City Project, Contract No. 4177, be authorized. The requested additional paving, estimated to cost $900, would cover a widened section to carry the pavement up to a curb which property owners have installed since the contract was awarded on May 12th. Mr. Baldock asked me to look into the matter and report on the background of the original project with a recommendation as to whether or not we would be justified in complying with Mayor Lillebo's request.

The general policy in connection with Special City Allotment projects has been to pave up to a 24' wide traveled way with Special City Allotment funds and require the individual city to pay for any additional pavement width; however, this policy has not been hard and fast and has been varied to fit individual circumstances.

In the case of Reedsport the project as originally applied for by the city extended from 4th Street to the Umpqua Highway on Greenwood Avenue and required grading, draining, additional base material, and paving from 5th Street to the Umpqua Highway, and pavement resurfacing only from 4th Street to 5th Street.

After investigation and consultation with city officers, it was agreed that the city would do all required grading, draining, and placing of base material with city forces at city expense, and the Special City Allotment project would be confined to placing a leveling course as required and paving 20' wide where there were no curbs and full width where curbs existed. Work proceeded along this line and Contract No. 4177 was awarded to K. F. Jacobsen Co., Inc., with a contract authorization of $10,405. The original programmed amount for the project was $10,400.

With the above information in mind, it would appear that we would be clearly justified in permitting the additional paving to be included and paid for as part of the Special City Allotment project for the following reasons:

(1) If the City Allotment project had included all work required at the time the application was investigated, the total cost would have been approximately $18,000 with the city paying $3,000 and $15,000 coming from the City Allotment fund. As presently set up the city has done work to an estimated value of $8,000 and will realize a benefit of not over $10,400 from the City Allotment fund.

Additional work authorized by H.O.L.

(2) If the curb recently placed had been in place prior to setting up the project, the project would have included the additional paving.

(3) Our records show that jobs of this type have consistently underrun the contract authorization by approximately 10%. If this holds true with Reedsport and the estimate of $900 furnished by Mr. Lillebo for the additional paving is correct, very likely the actual cost of the project including the additional paving will not exceed the contract authorization.

(4) If the total cost including the additional paving should overrun the contract authorization, any overrun could very easily be offset by underruns on other 1954 Special City Allotment projects. Said underruns presently amount to more than $15,000.

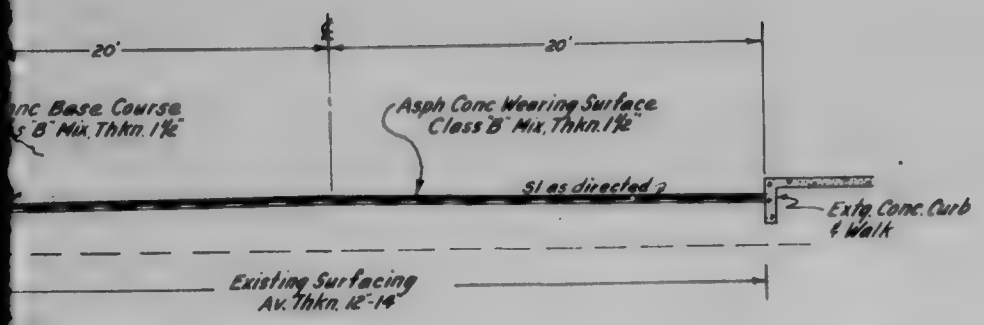
I very briefly and generally presented the above information to Mr. Baldock late Thursday afternoon. As he was leaving for Washington, D. C., Friday morning, he instructed me to present the matter to you Monday morning, June 7th, and advise you of my recommendation. If you were in agreement, he asked that immediate steps be taken to authorize the additional paving under our contract as the contractor expects to complete the work Wednesday, June 9th.

John F. Hagemann

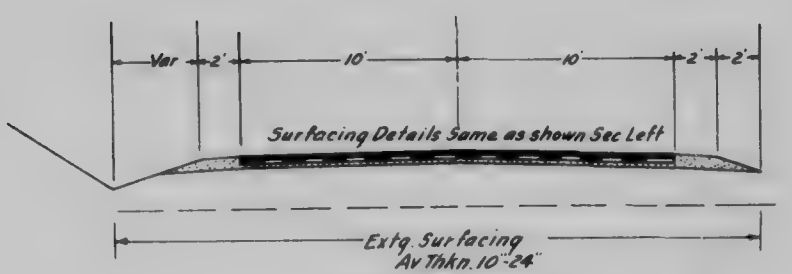
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
cc: Mr. R. H. Baldock

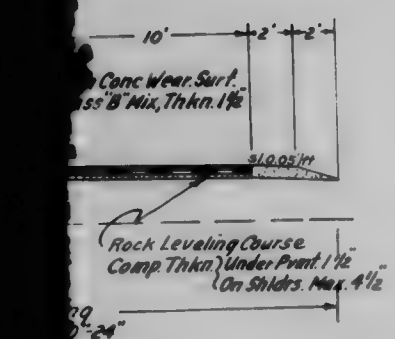
REEDSPORT (GREENWOOD AVE) SECT. CITY STREET DOUGLAS COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



TYPICAL SECTION
Sta. 0+20 to 4+63.8



TYPICAL SECTION
Sta. 7+23 to 11+43

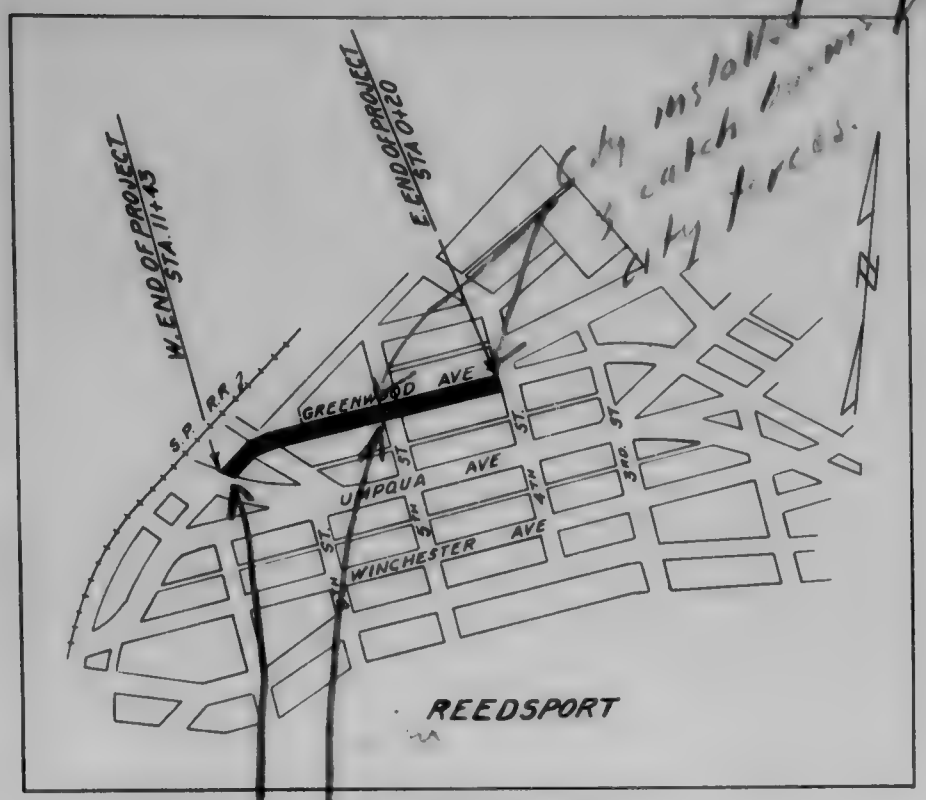


CTION
23

MARY

	UNIT	NET QUAN	ALLOWANCE	TOTAL
	Cu. Yd.	158	12	170
	M-Gal.	5	1	6
	Ton	719	71	790

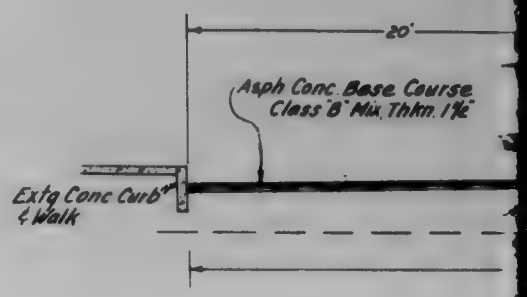
REGISTERED PROFESSIONAL
R.A. Baldock
B.A.D.A.

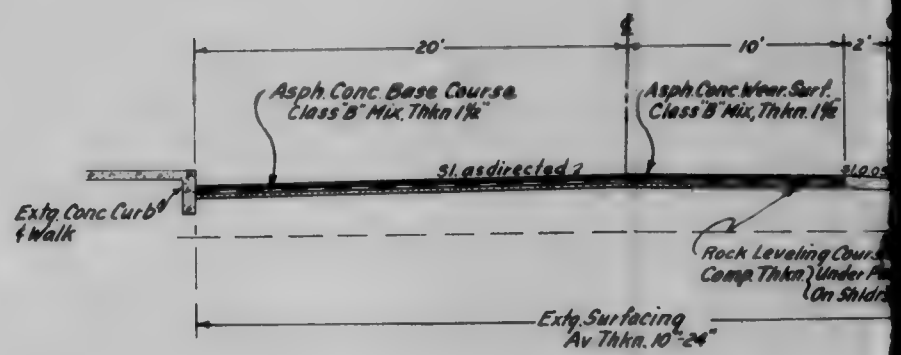


SKETCH MAP

City installed & hooked up to catch basins by city forces.

City regraded, installed drainage facilities and approx. 9" of base material with city forces to Typical Cross Section




20'
10'
2'
Asph. Conc. Base Course Class "B" Mix, Thkn 1½"
Asph. Conc. Wear. Surf. Class "B" Mix, Thkn. 1½"
Sl. as directed
Extg. Conc Curb & Walk
Rock Leveling Course Comp. Thkn.
Extg. Surfacing Av Thkn. 10"-24"

TYPICAL SECTION
Sta 4+63.8 to 7+23

SUMMARY

ITEM	UNIT
¾"-0 Material in Leveling Course & Shoulders	Cu. Yd.
Sprinkling	M-Gal.
Class "B" Asphaltic Concrete	Ton

RECEIVED
MAY 14 1954
FOR FILING

SD - 4177

4177

May 13, 1954

K. F. Jacobsen & Co., Inc.
1601 N. E. Columbia Boulevard
Portland 11, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4177 for Reedsport (Greenwood Avenue) Paving Project in Douglas County. This award was based on your bid of $8,937.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

RECEIVED
FOR FILING

210-1717
4177

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 7, 1954

BAKER PAVING CO.
BOX 145
COOS BAY, OREGON

RE: REEDSPORT (GREENWOOD AVE.) PROJECT. BIDS RECEIVED MAY 12. LEVELING COURSE IS TO BE 3/4" - 0 MATERIAL, NOT MORE THAN 60% AND NOT LESS THAN 40% OF WHICH WILL PASS THROUGH ¼" SCREEN. LETTER FOLLOWS.

R. H. BALDOCK

RECEIVED
FOR FILING

SUBJECT TO THE FOLLOW

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

L. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

...following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 7, 1954

K. F. JACOBSEN & CO., INC.
1601 N. E. COLUMBIA BOULEVARD
PORTLAND 11, OREGON

RE: REEDSPORT (GREENWOOD AVE.) PROJECT. BIDS RECEIVED MAY 12.

LEVELING COURSE IS TO BE 3/4" - 0 MATERIAL, NOT MORE THAN 60% AND NOT LESS THAN 40% OF WHICH WILL PASS THROUGH ¼" SCREEN. LETTER FOLLOWS.

R. H. BALDOCK

RECEIVED
FOR FILING

...ECT TO THE FOLLOW...

...RVICE
...vice desired;
...ssage will be
...te telegram
SERIAL
NIGHT LETTER

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate
FULL RATE | DEFERRED
CODE | NIGHT LETTER

...L-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

...the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 7, 1954

J. C. COMPTON
BOX 86
McMINNVILLE, OREGON

RE: REEDSPORT (GREENWOOD AVE.) PROJECT. BIDS RECEIVED MAY 12.

LEVELING COURSE IS TO BE 3/4" - 0 MATERIAL, NOT MORE THAN 60% AND NOT LESS THAN 40% OF WHICH WILL PASS THROUGH ¼" SCREEN. LETTER FOLLOWS.

R. H. BALDOCK

RECEIVED
APR 30 1954
FOR FILING

file

310 - 1719
4127
Reedsport

Salem, Oregon
April 28, 1954

Fin 61

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Reedsport covering the Special City Allotment project on Greenwood Avenue from Fourth Street to Umpqua Avenue, a distance of approximately 0.22 mile.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Reedsport, Oregon.

Very truly yours

Secretary

rn
Attach: 1

FORM E-90 20M 9-51 62218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project on Greenwood Avenue in Reedsport.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

This project was approved December 10, 1953.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE December 10, 1953
H. H. Bennett
Secretary

RECEIVED
APR 29 1954
FOR FILING

310-1719
4177
Reedsport

April 28, 1954

Mr. I. G. Johnson
City Recorder
City Hall
Reedsport, Oregon

Gentlemen:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Reedsport covering the Special City Allotment project on Greenwood Avenue from Fourth Street to Umpqua Avenue, a distance of approximately 0.22 mile.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

4-12-54

ORDINANCE NO. 388

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF REEDSPORT, OREGON, AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF GREENWOOD AVENUE FROM FOURTH STREET TO UMPQUA AVENUE, AND DECLARING AN EMERGENCY.

WHEREAS, the City of Reedsport, Oregon, has heretofore made application to the State of Oregon, acting by and through the State Highway Commission, for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Greenwood Avenue from Fourth Street to Umpqua Avenue, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and No/100 Dollars ($15,000.00), the City to pay all costs in excess of $15,000.00, now therefore,

THE CITY OF REEDSPORT DOES ORDAIN AS FOLLOWS:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Reedsport, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Greenwood Avenue from Fourth Street to Umpqua Avenue, a distance of approximately 0.22 mile, and is hereby approved and accepted as so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement, in triplicate, and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. WHEREAS, it is necessary that said improvements be made in the spring or summer of 1954, while the weather permits, and whereas, the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health and credit of the people of the City of Reedsport, Oregon, an emergency is hereby declared to exist and this Ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

ADOPTED at regular meeting of the Common Council of the City of Reedsport, this 12th day of April, 1954, by the following vote:

Aye 5 Nay 0

APPROVED by the Mayor, this 12th day of April, 1954.

_____
Mayor

ATTEST:

_____
Recorder

#17

Redport 10-29-53

With regard a Rear investigation Condition and use of Greenwood Avenue from its junction with East Parkwood Avenue to Fourth Street a distance of approximately 0.22 mile

This street was built at some past time but has reverted to gravel from 5th Street westerly, balance is in very poor condition, due to heavy unusual traffic, need drainage, which the City plans on completing early next spring, base appears to be good, but surface is practically destroyed, very heavily patched.

Traffic has lately been diverted to another street as the condition of Greenwood would not allow continued heavy use

Believe we could recommend a project on Greenwood Avenue due to its recent pressure been by heavy and unusual industrial traffic, (Hunter, log and gravel trucks).

H L Layer

Redsport

Preliminary Estimate

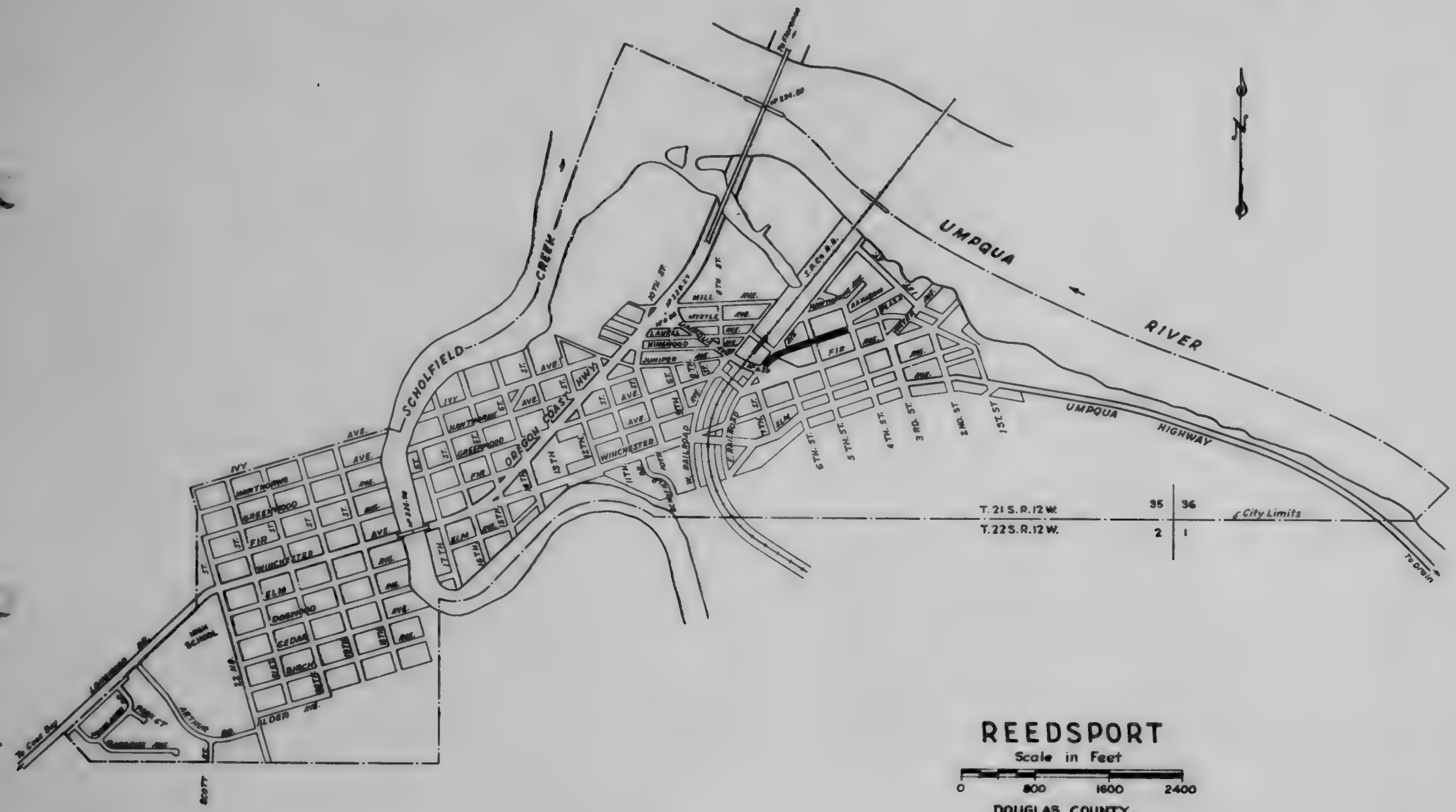
Glenwood Avenue from Front St. to Umpqua Avenue
a distance of approximately 0.22 mile

Patch, place leveling course and 3" asphaltic Concrete
pavement 40' wide from Front to 5th, 30' wide beyond

Blade Grader	16 hrs	@ 12.00	$ 192.00
3/4" - 0 in leveling Course	400 cyds	3.00	1200 00
3/4" - 0 in binder Course	50 cyds	5.00	250 00
Sprinkling	10 M gal	3.00	30 00
RC 3 in Binder Course	7 tons	70.00	490.00
Class "B" Asphaltic Concrete	670 tons	10.00	6700 00
			$ 8862 00
	Preliminary Estimate of Const Cost		8862 00
	12½% Engineering & Contingencies		1107.75
	Preliminary Engineering		380 00
			10,349.75

@ 10,400

No. 12



REEDSPORT

Scale in Feet

0 800 1600 2400

DOUGLAS COUNTY

Rev. 6-6-52

RECEIVED
MAR 16 1953
ENGINEER
RELATIONS

R E S O L U T I O N

3-9-53

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Reedsport is an incorporated city of the State of Oregon, and has a population of 2288, as given by the latest official census, and

WHEREAS, the following streets of said city, East Railroad Ave. from its junction with Umpqua Ave. to its junction with Greenwood Ave.; Greenwood Ave. from its junction with East Railroad Ave. to its junction with Fourth Street; Fifth Street from its junction with Fir Ave. to its junction with Hawthorne Avenue.

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

East Railroad Avenue from its junction with Umpqua Avenue to its junction with Greenwood Ave.; Greenwood Ave. from its junction with East Railroad Ave. to its junction with Fourth ~~XXXXXX~~ Street; Fifth Street from its junction with Fir Ave. to its junction with Hawthorne Ave.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Reedsport does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Alfred A. Rear as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of March, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Reedsport at a regular or special meeting of said Council, held on the 9th day of March, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11 day of March, 1953.

D G Johnson
City Recorder

Form cc-50

0.13 - 20 mm Ldl
0.04 43

UMPQUA RIVER

SCHOLFIELD CREEK

UMPQUA HIGHWAY

OREGON COAST HWY

SCOTT

T. 21 S. R. 12 W. | 35 | 36 | City Limits
T. 22 S. R. 12 W. | 2 | 1

REEDSPORT

Scale in Feet

0 800 1600 2400

DOUGLAS COUNTY

Rev. 6-6-52

4173

RECEIVED
OCT 14 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) October 12, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4178	4-Final	Acme Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20544	B-133913	$ 3,075.49	10/12/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to July 31, 1955 without penalty

Completion Date: July 6, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-13-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 13 1955
Ruth Rawlings

RECEIVED
SEP 27 1955
FOR FILING

September 26, 1955

CERTIFIED MAIL

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

State Highway contract No. 4178 for work performed on the Kirk Road-Spring Creek Hill Section of the Dallas-California Highway in Klamath County was completed by the contractor, Acme Construction Company, on July 6, 1955, and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $3,075.49 will be released to the contractor on or after October 6, 1955. The total contract amount is $94,119.36, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

de

cc: Pacific Indemnity Company
Victor S. Risley Company
808 Board of Trade Bldg.,
Portland 4, Oregon

notified in each DC

RECEIVED
SEP 27 1955
FOR FILING

September 26, 1955

CERTIFIED MAIL

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

State Highway contract No. 4178 for work performed on the Kirk Road-Spring Creek Hill Section of the Dalles-California Highway in Klamath County was completed by the contractor, Acme Construction Company, on July 6, 1955, and was formally accepted by the Highway Commission on on August 11, 1955.

Final payment in the amount of $3,075.49 will be released to the contractor on or after October 6, 1955. The total contract amount is $94,119.36, and no force account work was performed on the project.

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Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

cc: Pacific Indemnity Company
Victor S. Risley Company
808 Board of Trade Bldg.,
Portland 4, Oregon

noted in Bond
DC

RECEIVED
AUG 16 1955
FOR FILING

August 16, 1955

CERTIFIED MAIL

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Acme Construction Co. on contract No. 4178, for paving on the Kirk Road-Spring Creek Hill Section of The Dalles-California Highway in Klamath County.

This payment, in the amount of $13,010.93, will be released to the contractor on or after August 26, 1955. The retained percentage is $2,815.79.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 16 1955
FOR FILING

August 16, 1955

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240 Henry Bldg.
Seattle, Washington

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Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Kirk Road - Spring Creek Hill

Highway The Dalles - California

Contractor Acme Construction Co.

Date of contract May 12, 19 54

Date work started August 30, 19 54

Project authorization . . . . . $ 105,436.13
Exclusive of Engineering . . . . . $ 97,938.45

Estimated cost of completed project, exclusive of engineering . . . . . $ 99,459.66

Per cent of contract completed, based on total contract price . . . . . %
Engineering authorization . . . . . $ 7,497.68

Engineering cost to date $ 7,500.00, 100 %

For Week Ending July 30, 19 55

Kind of work Paving

Section prefix 18-1060-900

Contract number 4178

Date of completion September 30, 19 54

Estimated date of completion September 30, 19 54

Per cent of time elapsed 300 %

Date project was completed July 6, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Preparation of final records has been completed and this finishes work on project.

NOTED
OSCAR CUTLER

NOTED

RECEIVED
1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Jos. G. Toole, Resident Engineer,

Address P. O. Box 1090, Klamath Falls, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				5.0 (sh)	5.0
Miles partially completed					
Miles completed				5.0	5.0
Total estimated quantities				1184 tons 1160 Agg	7700 tons
Estimated quantities moved or placed to date				90 tons 1000 Agg.	7400
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and Warm		
Monday	Fair and Mild		
Tuesday	" "	"	
Wednesday	" "	"	
Thursday	" "	"	
Friday	Fair and Warm		
Saturday			

RECEIVED
NOV 15 1954
FOR FILING

K - 1154
4178

November 9, 1954

Lone Construction Co.
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from September 30, 1954 to July 31, 1955, within which to complete your contract No. 4178, for paving on the Kirk Road-Spring Creek Hill Section of The Dalles-California Highway in Klamath County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

R. H. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Avery, Assistant Secretary

gl

cc: R. A. Chandler,
Division Engineer

J. G. Toole,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT 22 1954
FOR FILING

1-1960
4178

October 21, 1954

Request for Extension of Time
No. 25
October 28-29 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Acme Construction Company for an extension of time on the Kirk Road--Spring Creek Contract, No. 4178, from September 30, 1954 to July 31, 1955.

This contractor had several major contracts which should, and with normal weather conditions could, have been completed. However, he was delayed in starting on this project due to bad weather on other contracts, and was unable to complete the paving by the specified time limit. The base course has been completed and the delay in time will not cause any inconvenience to traffic nor increase the engineering cost.

I recommend that the extension be granted without penalty.

Very truly yours,

H. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith

EAP er

RECEIVED
FOR FILING

June 29, 1954

Acme Construction Co.
P. O. Box 306
Eugene, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4178, which was awarded to you on May 12, 1954 by the State Highway Commission, for paving on the Kirk Road-Spring Creek Hill Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 14 1954
FOR FILING

4178

May 13, 1954

Acme Construction Co.
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4178 for paving on the Kirk Road-Spring Creek Hill Section of The Dalles-California Highway in Klamath County. This award was based on your bid of $88,721 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

20-2051 Goshen-Divide Fencing Proj., 1954
Pacific Hwy.
#4179

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 7, 1956

20-7(51)
4179

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4179	13-Post Final	Kissell & Robinson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19105	H-160240	$ 834.00	9/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1954

Time Extensions: to Dec. 31, 1955

Completion Date: Dec. 31, 1955

Date Accepted: March 1, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-10-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
SEP 10 1956
Ruth Rawlings

NOTED ON CARD

Route 2
Moses Lake, Wash.
May 1, 1936.

Mr. L.M. Young
Oregon State Highway Dept.
Salem, Oregon.

Dear Sir:

During our recent telephone conversation you requested a copy of the claim of Russell & Robinson on the Cochran-Divide Fence Project, Contract no. 4179. This claim was presented to the Roseburg District Office on Feb. 6, 1936. Mr. Edward's assistant and myself computed this together using the figures that were furnished by G.L. Decker, Res. Engineer at Cottage Grove.

We feel justified in this claim for several reasons.

1. This contract was delayed for 1½ years for conditions that were beyond our control. During this period materials, labor and costs all went up approximately 7%.

2. We moved in to complete this job 4 different times- only to be shut down because of the progress of the road.

3. The interest rate on the retainage of the stock pile was equal to approximately one-half this claim. (Ref. reference, R.M. Wade & Co., 1019 N.W. Thurman, Portland, Oregon.

4. The bonding capacity of Russell & Robinson was limited and over 50% was tied up for this extra 1½ years.

Russell & Robinson present the following figures for comparison and consideration.

Type II Fence.

Spec. Plan	Constructed	Cost Price Installed	Total	Item
164	142	$12.00	$ 264.00	End Posts
169	273	14.00	+ 894.00	Corner Posts
189	161	9.00	- 252.00	Line Braced Posts.
			$ 894.00	
			516.00	
		Difference	$ 378.00	

Type III Fence

Spec. Plan	Constructed	Cost Price Installed	Total	Item
46	54	$14.00	$112.00	
69	83	17.00	238.00	
31	19	12.00	- 144.00	
			$ 350.00	
			- 144.00	
		Difference	$ 206.00	

Gates

In the spec. the gate posts were not included in the fence, therefore, addition posts had to be purchased.

Quantity	Gate Posts	Cost Price	Total
15 (50" x 14')	30	$12.00	$360.00
5 (96" x 14')	10	14.00	140.00
			$500.00
One-half of the price of these assumed by contractor.			- 250.00
			$ 250.00

Type II Fence	$378.00
Type III Fence	[illegible]
Gate Posts	250.00
	$ 834.00

RECEIVED
MAY [illegible] 1965
OFFICE OF
CONSTRUCTION [illegible]

Sincerely,

Kissell & Robinson
L.C. Robinson

Kissell & Robinson
L.C. Robinson

FORM ESC - 0004 - 10-54 - 4500M

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

April 2, 1956

[illegible]

To. Forrest [illegible]
Construction Engineer
O f f i c e

L

We have just received the [illegible] final estimate for work performed on State Highway [illegible], from Kinsell and Robinson. They have also [illegible] on February 4, 1956, they had filed a claim for additional compensation on this project at the Division office in Roseburg.

[illegible]

C. H. Malmsten
[illegible]

CHM:cg

cc: W. C. Williams
C. W. Enfield
S. H. Probert
Carl F. Smith

ROUTED
L. H. Young

RECEIVED
APR 13 1956
OFFICE OF
CONSTRUCTION ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

(date)

April 20, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4179	12-Final	Kissell & ~~Spiff~~ Robinson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7752	B-148619	$ 1,862.77	4/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 8-31-54

Time Extensions: to 8-31-55 to Dec. 31,1955

Completion Date: 12-31-55

Date Accepted: 3-1-56

Penalties: none

Claims: none

Remarks:

Date: 4-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 23 1956

Ruth Rawlings

Floyd Avery
asst Secty

NOTED ON CARD

RECEIVED
APR 1 1956
FOR FILE

FORM E-20X 57½ 8-54 79730

20 2C1
4179

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1956

SUBJECT:

To: Forrest Cooper
Construction Engineer
O f f i c e

NOTE:
W. C. WILLIAMS

We have just received the signed final estimate for work performed on State Highway Contract No. 4179, from Kissell and Robinson. They have also notified us that on February 6, 1956, they had filed a claim for additional compensation on this project at the Division office in Roseburg.

C. H. Maison
Auditor

CHM:cg

cc: W. C. Williams
C. W. Enfield
S. H. Probert
Carl F. Smith

RECEIVED
1956
OFFICE OF

RECEIVED
APR 3 - 1956
FOR FILING

21-4121
4179

April 5, 1956

CERTIFIED MAIL

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

State Highway Contract No. 4179 covering Goshen-Divide Fencing Project on the Pacific Highway in Lane County was completed by the contractor, Kissell & Robinson, on December 31, 1955 and was formally accepted by the Highway Commission March 1, 1956.

Final payment in the amount of $1,862.77 will be released to the contractor on or after April 16, 1956. The total contract amount is $62,092.25 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours
H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Phil Grossmayer Co.
Equitable Bldg.
Portland 5, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

4171

CERTIFIED MAIL

February 16, 1956

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Kissell & Robinson on contract No. 4179, covering the Goshen-Divide Fencing Project on the Pacific Highway in Lane County. This payment, in the amount of $4,116.78, will be released to the contractor on or after February 27,1956. The retained percentage is $1,862.77.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: National Surety Corporation
Phil Grossmayer Co.
Equitable Bldg.
Portland 5, Oregon

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

No. 29

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 21, 19 56

Section Goshen-Divide

Highway Pacific

Contractor Kissel & Robinson

Date of contract May 12, 19 54

Date work started June 17, 19 54

Project authorization . . . . . $ 67,339.13
Exclusive of Engineering . . . . . $ 62,550.57

Kind of work Fencing

Section prefix 20-2051

Contract number 4179

Date of completion December 31, 19 55

Estimated date of completion December 31, 19 55

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 61,307.85

Estimated per cent underrun . . . . . 1.9 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 4,788.56

Engineering cost to date $ 4,830.11, 100 %

Date project was completed December 31, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has furnished all necessary invoices for materials to be left on hand with the exception of those for double 12 foot gates. Final Estimate is complete except for data involving this invoice.

Job inspection by Mr. Chandler, Ass't Div. Engr. on January 17

RECEIVED
JAN 23 19
OFFICE OF
ENGINEER

NOTED
W. T. WRIGHT

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

NOTED
L. H. Young

NOTED
V. D. WOLFE

Signed D. L. Klinker

Address Cottage Grove

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 23 1956
FOR FILING

20-[illegible]31
4179

January 20, 1956

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Kissell & Robinson a portion of the funds heretofore retained by the Commission on contract No. 4179, for the Goshen-Divide Fencing Project on the Pacific Highway in Lane County.

This payment in the amount of $3,770.92 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,735.44. The present payment will be released on or after January 30, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: National Surety Corporation
Phil Grossmayer Co.
Equitable Bldg.
Portland 5, Oregon

NOTED ON CARD

RECEIVED
OCT 1 7 1955
FOR FILING

NATIONAL SURETY

C
O
P
Y

October 6, 1955

4179

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B . Glaisyer,
Secretary

RE: Our Bond #1570318 - Kissell & Robinson

Gentlemen:

Thank you for your 9/27 letter concerning claim of R. M. Wade & Co. and its payment.

We appreciate being brought up to date on this.

Very truly yours,

ALFRED O. HAHN
Attorney

mm

FORM S-123 500M REVISED 9-54

RECEIVED
OCT 4 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 3, 1955

Kissell & Robinson
Route 1
Caldwell, Idaho

Gentlemen:

The State Highway Commission, at its meeting held on September 22, has under discussion your request for an extension of time from August 31 to December 31, 1955 within which to complete your contract No. 4179, for the Cohen-Divide Fencing Project on the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Gilmore Decker,
Resident Engineer

E. O. Smith,
Construction Engineer

Lewis

RECEIVED
OCT 1 1955
FOR FILING

20-2051

4179

September 27, 1955

R. M. Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Attention: Mr. H. A. Thom

Gentlemen:

Thank you for your letter of September 22 advising that Kissel & Robinson have paid in full for fencing materials on both the Woodburn and Cottage Grove fencing jobs, our Contract Nos. 4269 and 4179. We will advise the surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

noted. gf

RECEIVED
OCT 1 1955
FOR FILING

20-2051
4171

September 27, 1955

National Surety Corporation
4 Albany Street
New York 6, New York

Gentlemen:

A letter has been received from R. M. Wade & Co. in which they write as follows:

> "This is in reply to your letter of August 25th and is to advise payment in full by Kissel & Robinson of both the Woodburn and Cottage Grove Fencing jobs."

A claim was filed with this office on April 20, 1955 for fencing materials furnished by R. M. Wade & Co. on Contract No. 4269, in the sum of $6,000. No claim, however, had been filed against Contract No. 4179.

This information is provided as your Company appears as Surety on these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Kissell & Robinson
Route 1
Caldwell, Idaho

Phil Grossmayer Co.
Equitable Building
Portland 5, Oregon

RECEIVED
SEP 2 - 1955
FOR FILING

4171

September 2, 1955

Request for extension of time
No. 4
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Kiewell and Robinson for an extension of time on the Goshen-Divide Section of the Pacific Highway, fencing project, Contract No. 4179, from September 1, 1955 to December 31, 1955.

The fencing on this contract must be coordinated with the grading work being done under separate contract, and because the grading contractor will not be done until November 1, it is necessary that this contract be delayed.

The overrun in time is not the fault of the contractor and I therefore recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
DEC 17 1954
FOR FILING

December 16, 1954

Kissell & Robinson
Route 1
Caldwell, Idaho

Gentlemen:

The State Highway Commission, at its meeting held on December 7, has under discussion your request for an extension of time from August 31, 1954 to August 31, 1955 within which to complete your contract No. 4179, covering the Coshen-Divide Fencing Project on the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Gilmore Decker,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
DEC 1 - 1954
FOR FILING

November 30, 1954

Oregon State Highway Commission

Request for extension of time
No. 26
December 7 and 8 Meeting

Gentlemen:

Herewith is a request from Kissell & Robinson for an extension of time on the Goshen-Divide fencing Contract, No. 4179, from August 31, 1954 to August 31, 1955.

The project is practically complete as the only work remaining consists of fencing at the ends of various undercrossing structures which are not yet complete, and the fencing between the frontal and main roadways at such locations where the frontal roads are not completed.

The extension will cause no inconvenience to the Department or added expense, and I recommend that the extension be granted without penalty.

Very truly yours,

H. G. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
NOV 17 1954
FOR FILING

November 16, 1954

Kissell & Robinson
Rt. 1
Caldwell, Idaho

Dear Sirs:

This is in reply to your letter of November 8th concerning delay in receiving the amount due you on estimate no. 4, contract No. 4179.

Investigation has disclosed that the time limit for this contract was set for August 31, 1954, but no request for an extension of time has been received. It is our understanding that payment on Estimate No. 4 is being held up until the request for extension of time has been received.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:cl

11/12/54

Floyd.

I checked with Doug & Ed P. Ed is calling Div. Engr. today to have him contact K. & R. to have them submit a request for time extension. Acct is holding Cat Est until request is rec'd in Constr. office.

Contract No. 4179

Date of Completion Aug. 31, 1954

Route 1
Caldwell, Idaho
Nov. 8, 1954.

No Time Extension from K & R yet

State Highway Division
Salem, Oregon

Gentlemen:

In regard to the above, we have not received the monthly estimate check for October for the fence project on the Goshen-Divide Pacific Highway in Lane County. The amount of $1,956.49. Estimate no. 4.

We would appreciate any immediate action as to the reason for the delay.

Sincerely yours,
Kissell & Robinson
L. C. Robinson

Kissell & Robinson

L.C. Robinson

Contract No. 4179

Date of Completion
Aug. 31, 1954

No Time Extension from K&R. yet

Route 1
Caldwell, Idaho
Nov. 8, 1954.

State of Oregon
State Accounting Division
Salem, Oregon

Dear Sirs:

As to date, we have not received the monthly estimate check for October for the fence project on the Goshen-Divide Pacific Highway in Lane County. The amount of $1,956.49. Estimate no. 4.

We would appreciate any immediate action as to the reason for the delay.

Sincerely yours,
Kissell & Robinson
L. C. Robinson

Kissell & Robinson

L.C. Robinson

RECEIVED
FOR FILING
1
4179

June 29, 1954

Kissell & Robinson
Route 1
Caldwell, Idaho

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4179, which was awarded to you on May 12 by the State Highway Commission, covering the Goshen-Divide Fencing Project on the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 3 1954
FOR FILING

20-0051

4179

May 27, 1954

Kissell and Robinson
Route 1
Caldwell, Idaho

Gentlemen:

The Special Provisions of the contract for fencing the Pacific Highway from Goshen to Divide specify four types of line posts. In addition to the above four types, a U-shaped post, 6½ feet in length and weighing 7.88 pounds, and a U-shaped, 8-foot post weighing 9.56 pounds may be used for line posts.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper

FC:js fp

RECEIVED
MAY 14 1954
FOR FILING

4179

May 13, 1954

Kissell & Robinson
Route 1
Caldwell, Idaho

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you state Highway Contract No. 4179 for Goshen-Divide Fencing Project on the Pacific Highway south from Goshen in Lane County. This award was based on your bid of $59,857 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure

cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

Paris Pec. [illegible] Alsea-Head-1/5n
Wood Wy.

RECEIVED
JUL 24 1956
FOR FILING

20-1095
4180

July 24,1956

Johnson, Johnson & Harrang
65 East Broadway
Eugene, Oregon

Attention: Mr. James P. Harrang

Gentlemen:

As requested in your letter of July 19, we have attached a certified copy of Contract and Bond No. 4180, awarded to Coast Construction & Excavating Co. and Jacks Bros. Construction Co., for work on the Paris Section of the Alsea-Deadwood Highway.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

JOHNSON, JOHNSON & HARRANG
ATTORNEYS
65 EAST BROADWAY
EUGENE, OREGON

H. V. JOHNSON
HAROLD V. JOHNSON, JR.
JAMES P. HARRANG
ARTHUR C. JOHNSON

DIAL 5-3364

July 19, 1956

Oregon-
State Highway Commission
Salem, Oregon

Re: State Highway Contract
No. 4180

Gentlemen:

On behalf of Channer Drilling & Blasting, we have previously filed with the Secretary of State Affidavit of Claim against Donald E. Bartram, sub-contractor on the above job, for materials supplied for the grading and surfacing of the Paris section of the Alsea-Deadwood secondary highway in Lane County Oregon, State Highway Contract No. 4180.

Please furnish the undersigned with a certified copy of the Contract and Bond for the above job. Thank you.

Sincerely yours,

James P. Harrang

JPH:lj

RECEIVED
JUL 23 1956
OREGON
STATE HIGHWAY COMMISSION

JOHNSON, JOHNSON & HARRANG
ATTORNEYS
65 EAST BROADWAY
EUGENE, OREGON

DIAL 5-3364

H. V. JOHNSON
HAROLD V. JOHNSON, Jr.
JAMES P. HARRANG
ARTHUR C. JOHNSON

July 19, 1956

Oregon-
State Highway Commission
Salem, Oregon

Re: State Highway Contract
No. 4180

Gentlemen:

On behalf of Channer Drilling & Blasting, we have previously filed with the Secretary of State Affidavit of Claim against Donald E. Bartram, sub-contractor on the above job, for materials supplied for the grading and surfacing of the Paris section of the Alsea-Deadwood secondary highway in Lane County Oregon, State Highway Contract No. 4180.

Please furnish the undersigned with a certified copy of the Contract and Bond for the above job. Thank you.

Sincerely yours,

James P. Harrang

JPH:lj

REFERRED TO

RECEIVED
JUL 23 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 28 1955
FOR FILING

121-1-7
4180

September 27, 1955

Miss Thelma Chapman Fowler
Attorney at Law
584 Lawrence Street
Eugene, Oregon

Dear Miss Fowler:

The Aetna Casualty & Surety Co., through Ray D. Pollard Agency, 21 - 11th Avenue West, Eugene, furnished the Performance Bond to Coast Construction & Excavating Co. and Jeske Bros. Construction Co. on Contract No. 4180 for grading and surfacing the Paris Section of the Alsea-Deadwood Highway in Lane County.

This is in reply to your letter of September 21.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

THELMA CHAPMAN FOWLER
ATTORNEY AT LAW
584 Lawrence Street
EUGENE, OREGON
Telephone 3-5331

September 21, 1955

4180

State Highway Department
Salem
Oregon

Gentlemen:

Please inform me of the bonding company for Coast Construction Co. on the Alsea Highway Project.

This information is requested for the Referee in Bankruptcy in the matter of Donald E. Bartram, Bankrupt, who was a sub-contractor.

Thank you for your cooperation in this matter.

Very truly yours,
Thelma Chapman Fowler
Thelma Chapman Fowler

TCF:ms

Enc

REFERRED TO
BY SECRETARY

RECEIVED
SEP 22 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 9 1955
FOR FILING

120-1095
4180

September 9, 1955

Aetna Casualty and Surety Company
Yeon Building
Portland 4, Oregon

Attention: O. D. Shead
Assistant Superintendent

Gentlemen:

In reply to your letter of September 8, we can advise that State Highway Contract No. 4180, awarded to Coast Construction and Excavating Company and Jeske Brothers Construction Company for grading and surfacing on the Paris Section of the Alsea-Deadwood Secondary Highway in Lane County, was completed December 24, 1954, and accepted by the Highway Commission on March 2, 1955.

Final payment was mailed on March 7, 1955.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

FQ:mm

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
BERT MERRILL, ATTORNEY
YEON BUILDIING

PORTLAND 4, OREGON

September 8, 1955

Oregon State Highway Commission
Oregon State Highway Department
Salem, Oregon

Attn: H. B. Glaisyer

Re: Contract No. 4180
Alsea-Deadwood Highway
Our Bond No. 42 S 15968
Contractor, Jeske Bros. etal

Dear Mr. Glaisyer:

This will acknowledge your letter of August 25, 1955 enclosing a photocopy of the Affidavit of Claim filed with the Highway Department on August 23, 1955 on behalf of the Channer Drilling and Blasting Company for $1,783.01.

We have acknowledged the receipt of the claim to the Channer Company, and we would appreciate your writing us advising as to the date of final acceptance of this contract by the Highway Commission and the date on which the final moneys were paid to the contracto R

Yours very truly,

O. D. Shead,
Assistant Superintendent

ODS/lm

RECEIVED
SEP 9 1955
STATE HIGHWAY COMMISSION

RECEIVED
SEP 2 - 1955
FOR FILING

12-1-49
4180

August 25, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. M. McVay, Clerk
Records Division

Dear Sir:

This acknowledges your letter of August 23 to which was attached three copies of a claim filed with your office by Channer Drilling and Blasting against Donald E. Bertram, who acted as a subcontractor to Coast Construction & Excavating Co. and Jeske Bros. Construction Co. on Contract No. 4180 for grading and surfacing the Paris Section of the Alsea-Deadwood Highway in Lane County. The amount of this claim is $1,783.01 and bears your file No. 3518.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

August 22, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
[illegible], Oregon

Dear Sir:

We have received from James P. Murray, c/o Messrs. Johnson, Johnson & Murray, of [illegible], Oregon, and filed as of this date, a notice of claim by Carmer Building and Blasting against Donald E. Partridge, Co-contractor, for materials supplied for grading and surfacing the Paris section of the Alsea-Deerwood Secondary Highway in Lane County, Oregon in the sum of $1,713.01 under State Highway Contract No. 4150.

Our File No. 3513.

We are enclosing herewith copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry
Secretary of State

M. McVay.

by
Clerk, Records Division

MF:K
Enc.

RECEIVED
AUG 25 1955
OREGON
STATE HIGHWAY COMMISSION

Mailed 8-25-55
gf

RECEIVED
SEP 2 - 1955
FOR FILING

August 25, 1955

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Channer Drilling and Blasting against Donald E. Bartram, a subcontractor to Coast Construction & Excavating Co. and Jeske Bros. Construction Co. on Contract No. 4180 for grading and surfacing the Paris Section of the Alsea-Deadwood Highway in Lane County. The claim is for labor, materials and supplies in the amount of $1,783.01.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Coast Construction & Excavating Co. and
Jeske Bros. Construction Co.
Box 458
Junction City, Oregon

Ray D. Pollard Agency
21 - 11th Avenue West
Eugene, Oregon

NOTED ON CARD

A F F I D A V I T OF C L A I M

STATE OF OREGON)
) ss.
County of MULTNOMAH)

TO: The State of Oregon

I, Donald E. Channer, of Portland, Multnomah County, Oregon, being first duly sworn on oath depose and say:

That at all times herein mentioned, Donald E. Channer and Merna M. Channer were the sole general partners doing business as CHANNER DRILLING AND BLASTING carrying on business at 5615 S. E. Tolman Street, Portland 6, Oregon. That the undersigned general partner is authorized to make this claim on behalf of said partnership.

That DONALD E. BARTRAM was the sub-contractor supplying gravel to Coast Construction & Excavating Co. and Jeske Bros. Construction Co., general contractors for grading and surfacing the Paris Section of the Alsea-Deadwood Secondary Highway in Lane County, Oregon, under State Highway Contract No. 4180. That during August and September, 1954, said DONALD E. BARTRAM became, and still is justly and truly indebted to CHANNER DRILLING AND BLASTING in the sum of $1785.01 for labor, supplies, materials and equipment furnished to the job described by State Highway Contract No. 4180.

That by way of Bill of Particulars, the consideration for said debt is as follows:

Itemized upon Exhibit "A" attached hereto and by this reference made a part hereof.

File no. 3518

FILED
AUG 23 1955
EARL T. NEWBRY
SECRETARY OF STATE

JOHNSON, JOHNSON & HARRANG
ATTORNEYS AND COUNSELLORS AT LAW
88 EAST BROADWAY
EUGENE, OREGON

That no part of said debt has been paid; that there are no off-sets or counter-claims to said debt and that CHANNER DRILLING AND BLASTING does not hold and has not, nor has any person by its order or to deponent's knowledge or belief, for its use had or received any security or securities for said debt. That no note or other negotiable instrument has been received for such account or any part thereof, and that no judgment has been rendered thereon.

CHANNER DRILLING AND BLASTING

By: Don E. Channer
General Partner

SUBSCRIBED and sworn to before me this 1st day of ~~July~~ August, 1955.

Mildred K. Allen
Notary Public for Oregon

My Commission Expires: December 4, 1956

JOHNSON, JOHNSON & HARRANG
ATTORNEYS AND COUNSELLORS AT LAW
68 EAST BROADWAY
EUGENE, OREGON

RECEIVED
JUL 15 1955
FOR FILING

July 13, 1955

Johnson, Johnson & Harrang, Attorneys
65 East Broadway
Eugene, Oregon

Attention: James P. Harrang

Gentlemen:

State Highway Contract No. 4180 awarded to Canst Construction & Excavating Co. and Jeske Bros. Construction Co. for grading and surfacing the Pazis Section of the Alsea-Deadwood Secondary Highway in Lane County, was completed by the contractor December 24, 1954, and accepted by the State Highway Commission on March 2, 1955. Final payment was mailed to the contractor on March 7, 1955.

This is in reply to your letter of July 12 concerning the status of this contract.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd A. Query, Assistant Secretary

FAQ:mm

JOHNSON, JOHNSON & HARRANG
ATTORNEYS
65 EAST BROADWAY
EUGENE, OREGON

DIAL 5-3364

H. V. JOHNSON
HAROLD V. JOHNSON, JR.
JAMES P. HARRANG
ARTHUR C. JOHNSON

July 12, 1955

4180

State Highway Department
Salem
Oregon

Re: Alsea-Deadwood Highway
Improvement Project;
general contractor,
Jeske Bros. Construction Co.
& Coast Construction &
Evacuating Co.

Gentlemen:

Request that this firm be advised of the date of completion and of the date of acceptance of the above jobs, as such completion and acceptance is defined by O.R.S. 279.526. Thank you,

Sincerely yours,

James P. Harrang

JPH:jm

RECEIVED
JUL 13 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 9 1955
FOR FILING

20-1095
4180

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 9, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4180	8-Final	Coast Construction & Excavating Co. Jeske Bros. Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2284	R-115294	$ 693.01	2/9/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Oct. 31, 1954

Time Extensions: to Dec. 31, 1954 without penalty

Completion Date: Dec. 24, 1954

Date Accepted: March 2, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings

FORM S-130 80M REVISED 3-54

RECEIVED
FEB 3 1955
FOR FILING
121 1955
4130

COMMISSIONERS
BEN R. CHANDLER, Coos Bay
CHAS. H. REYNOLDS, La Grande
M. K. McIVER, Portland
H. B. GLAISYER, Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK, State Highway Engineer
W. C. WILLIAMS, 1st Asst. State Hwy. Engr.
W. W. STIFFLER, 2nd Asst. State Hwy. Engr.
C. W. ENFIELD, Chief Counsel

February 1, 1955

Coast Construction & Excavating Co. &
Jeske Bros. Construction Co.
Box 458
Junction City, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 18, had under discussion your request for an extension of time from November 30 to December 31, 1954 within which to complete your contract No. 4180, for grading and surfacing on the Paris Section of the Alsea-Deadwood Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards, Division Engineer

Forrest Epley
Resident Engineer

H. O. Smith,
Construction Engineer

RECEIVED
FEB 1 1955
FOR FILING

120-11-15
4/1/55

January 31, 1955

REGISTERED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4180 for work performed on the Paris Section of the Alsea-Deadwood Highway in Lane County was completed by the contractor, Coast Construction & Excavating Co. and Jeske Bros. Construction Co., on December 24, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $693.01 will be released to the contractor after acceptance by the Commission. The total contract amount is $23,100.27 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ray D. Pollard Agency
21 11th Avenue West
Eugene, Oregon

J. O. CARD

RECEIVED
JAN 20 1955
FOR FILING

120-109
4180

January 20, 1955

REGISTERED MAIL

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Coast Construction & Excavating Co. and Jeske Bros. Construction Co. on contract No. 4180, for grading and surfacing on the Paris Section of the Alsea-Deadwood Highway in Lane County. This payment in the amount of $2068.59 will be released to the contractor on or after January 31,1955. The retained percentage is $693.01.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ray D. Pollard Agency
21 11th Avenue West
Eugene, Oregon

NOTED ON CARD

RECEIVED
JAN 20 1955
FOR FILING

120-1095
4180

January 20, 1955

REGISTERED MAIL

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Coast Construction & Excavating Co. and Jeske Bros. Construction Co. on contract No. 4180, for grading and surfacing on the Paris Section of the Alsea-Deadwood Highway in Lane County. This payment in the amount of $2068.59 will be released to the contractor on or after January 31,1955. The retained percentage is $693.01.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ray D. Pollard Agency
21 11th Avenue West
Eugene, Oregon

NOTED ON CARD

Form E-1—SM—3-50

No. 34
Final Report

120-1095

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 7, 19 55

Section PARIS

Kind of work Grading and surfacing

Highway Alsea - Deadwood Secondary

Section prefix 120-1095

Contractor Coast Const. & Excav. Co. and Jeske Bros. Const. Co.

Contract number 4180

Date of contract May 12, 19 54

Date of completion October 31, 1954

Date work started June 25, 19 54

~~Estimated~~ date of completion December 24, 19 54

Amount of contract . . . . . $ 24,301.48

Per cent of time elapsed 227/172 132.0 %

~~Estimated~~ cost of completed project, exclusive of engineering . . . . . $ 23,000.27

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 1,597.68, 85.9 %

Date project was completed December 24, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed this project December 24, 1954 and stockpile was remeasured that week. (See weekly report no. 33 for week ending Dec. 24, 1954)

Myself on this project 3 days this week getting out the semi-final records. Sent same to division office January 6, 1955.

NOTED
H. G. SMITH

NOTED
FORREST COLE

NOTED
B. A. MARTIN

Signed G. L. Epley

Address 2141 E. 15th St., Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.0	1.0			
Miles partially completed	1.0	1.0			
Miles completed	1.0	1.0			
Total [redacted] quantities	7012.4 cy	2692 cy	2029.8 cy		
Estimated quantities moved or placed to date	7012.4 cy	2692 cy	2029.8 cy		
Average daily quantities	xx	xx	xx		
Average daily quantities necessary to complete project on time	completed	completed	completed		
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	rain		
Tuesday	rn & sn		
Wednesday	cldy		
Thursday			
Friday			
Saturday			

State Printing Dept. 38842

RECEIVED
DEC 23 1954
FOR FILING

December 22, 1954

Milligan & Brown
Lawyers
Eugene, Oregon

Attention: Mr. Sidney A. Milligan

Gentlemen:

In your letter of December 21, 1954 you inquire for the name of the bonding company which wrote the bond furnished by Jeske Brothers Construction Company and Coast Construction & Excavating Company in connection with the contract awarded them by the State Highway Commission for grading and surfacing the Paris Section of the Alsea-Deadwood State Secondary Highway in Lane County.

Our records disclose that this bond was written by the Aetna Casualty and Surety Company through its agent Ray D. Pollard Agency, whose address is 21 Eleventh Avenue West, Eugene, Oregon. The project is known as State Highway Contract No. 4180.

For your ready reference I enclose excerpts from the Oregon laws relative to the filing of claims against the State.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

SIDNEY A. MILLIGAN
NEIL BROWN

E. O. IMMEL
(1888-1951)

LAW OFFICES OF
MILLIGAN & BROWN
EUGENE, OREGON

December 21, 1954

State Highway Commission
Salem
Oregon

Re: Paris Section of Alsea-Deadwood Highway
Project, Lane County, 19.7 miles from
Highway 99-36 junction.
Donald E. Bartram vs. Jeske Bros. Const.
Co. and Coast Construction & Excavating Co.

Gentlemen:

We represent Donald E. Bartram, who was a subcontractor on the above job earlier this year, but who ended up with difficulties in his relationships. It has been necessary for Mr. Bartram, through this office, to file legal action against each of the above named parties for a total sum of $5,553.39; this action is now pending in Lane County.

Although the defendants have not yet filed their Answer, we understand that the claim is controverted; however, it is our desire to protect the rights of both Donald E. Bartram and Channer Drilling & Blasting, who subcontracted the drilling and blasting under Mr. Bartram and who also have not been paid. The Channer Drilling & Blasting claim is, however, included in the above figure.

Would you also please advise us the name of the bonding company on this job, in order that we may place them on notice.

Very truly yours,

MILLIGAN & BROWN

By Sidney A. Milligan

SAM/dm

ANSWERED
H B GLAISYER

RECEIVED

RECEIVED
DEC 13 1954
FOR FILING

December 10, 1954

Request for extension of time
No. 1
January 18 and 19 Meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Jesse Brothers Construction Company for an extension of time on the Falls Section of the Alsea-Deadwood Secondary Highway, Contract No. 4156, from November 30, 1954 to December 31, 1954.

All proposed work except the production and stockpiling of 1,000 cubic yards of maintenance material was completed by the specified completion date. Extremely heavy rains caused slides in the quarry area and necessarily slowed up the contractor producing the maintenance materials.

There has been neither inconvenience to the public nor additional cost to the State because of the overrun, and I recommend that the extension be granted without penalty.

Very truly yours,

J. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

HGS: fp

RECEIVED
NOV 15 1954
FOR FILING

4180

November 9, 1954

Coast Construction & Excavating Co. and
Jenke Bros. Construction Co.
Box 455
Junction City Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 26, 1954 had under discussion your request for an extension of time, from October 31, 1954 to November 30, 1954, within which to complete your contract No. 4180, for grading and surfacing on the Paris Section of the Alsea-Deadwood Highway in Lane County.

We are pleased to infers you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

R. H. Glaisyer, Secretary
STATE HIGHWAY COMMISSION

Floyd Avery, Assistant Secretary

gl

cc: Tom Edwards,
Division Engineer

Forrest Epley
Resident Engineer

H. G. Smith
Construction Engineer

RECEIVED
NOV 15 1954
FOR FILING

4180

November 9, 1954

Coast Construction & Excavating Co. and
Peake Bros. Construction Co.
Box 466
Junction City Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from October 31, 1954 to November 30, 1954, within which to complete your contract No. 4180, for grading and surfacing on the Paris Section of the Alsea-Deadwood Highway in Lane County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

R. H. Flaigher, Secretary
OREGON STATE HIGHWAY COMMISSION

Floyd Lowry, Assistant Secretary

gl

cc: Tom Gwartz,
Division Engineer

Forrest Epley
Resident Engineer

E. G. Smith
Construction Engineer

RECEIVED
OCT 27 1954
FOR FILING

October 26, 1954

Oregon State Highway Commission

Request for Extension of Time
No. 35 - Last Request
October 28 and 29 meeting

Gentlemen:

Herewith is a request from the Coast Construction & Excavating Company and Jeske Brothers Construction Company for an extension of time on the Paris Contract, No. 4180, from October 31, 1954 to November 30, 1954.

The specified quarry on this project proved to be unsuitable and the contractor elected to acquire his own quarry and moved his equipment from the specified quarry. It necessarily resulted in a certain amount of delay, but will not increase in cost to the state.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

EAP er

RECEIVED
JUN 30 1954
FOR FILING

417

June 29, 1954

Coast Construction & Excavating Co. &
Jeske Bros. Construction Co.
Box 458
Junction City, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4180, which was awarded to you May 12 by the State Highway Commission, for grading and surfacing on the Paris Section of the Alsea-Deadwood Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 14 1954
FOR FILING

11-10
4180

May 13, 1954

Coast Construction & Excavating Co.
and Jeske Bros. Construction Co.
Box 458
Junction City, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4180 for grading and surfacing on the Paris Section of the Alsea-Deadwood Highway about 19 miles north of the Siuslaw Highway in Lane County. This award was based on your bid of $22,755 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mmm
Enclosure

cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

Jeske Bros. Construction Co.
380 Park Avenue
Eugene, Oregon

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 14, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4181	1-final	WARREN NORTHWEST, INC.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18699	R-103825	$ 5,318.73	9/9/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1954

Time Extensions: None

Completion Date: Aug. 2, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-15-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By _____
Ass't. Secretary

Warrant Mailed: [illegible]

NOTED ON CARD
1-15-54

RECEIVED
AUG 31
FOR FILING

August 30, 1954

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4181 for paving on the Detroit (Detroit Avenue) Section in Marion County was completed by the contractor, Warren Northwest, Inc., on August 2 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $5,818.73 will be released to the contractor on or after September 9, 1954. The total contract amount is $5,818.73 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
8-30-54, 9

RECEIVED
JUN 30 1954
FOR FILING

324 - 10.6
4181

June 29, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4181, which was awarded to you on May 12 by the State Highway Commission, for paving on the Detroit (Detroit Ave.) Section in Marion County.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 14 1954
FOR FILING

4181

May 13, 1954

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4181 for Detroit (Detroit Avenue) Paving Project in Marion County. This award was based on your bid of $7,261.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SI/C R. G. Savage

RECEIVED
APR 29 1954
FOR FILING
324-1708
4181
Detroit

April 28, 1954

Ellen S. Humphrey, City Recorder
City Hall
Detroit, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Detroit covering the Special City Allotment project on Detroit Avenue from N. Santiam Highway southerly for a distance of approximately 0.25 mile.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 30 1954
FOR FILING

file

T 101

324-1708
4181

Detroit

Salem, Oregon
April 28, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Detroit covering the Special City Allotment project on Detroit Avenue from N. Santiam Highway southerly for a distance of approximately 0.25 mile.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Detroit, Oregon.

Very truly yours

Secretary

FM
Attach: 1

FORM E-30 REM 9-51 REVISED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

L

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project in Detroit as approved by the Highway Commission on December 10, 1953. Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

December 10, 1953
W W Carey

RESOLUTION No. 6

4-13-54

WHEREAS the City of Detroit, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805,

AND WHEREAS, the State Highway Commission has accepted such application for the improvement of Detroit Avenue from the North Santiam Highway southerly for a distance of approximately 0.25 mile;

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Detroit, assembled in regular session, that the said attached agreement is hereby approved as to all its terms and conditions, and that the City of Detroit enter into said agreement with the State Highway Commission, and the Mayor and Recorder be and they are hereby authorized to execute said attached agreement for and in behalf of the City of Detroit.

CITY OF DETROIT

By Charlie Mattoon
Mayor

4/13/54
(Date)

By Ellen L Humphrey
Recorder

OK
Bom

RECEIVED
APR 15 1954
ENGINEER
COMMUNICATIONS

NOTED
J. W. CATTRALL

December 17, 1953

NOTED
Harold C. Ayers

Mrs. Ellen Humphrey
City Recorder
Detroit, Oregon

NOTED
J. F. HAGEMANN

Dear Madam:

The State Highway Commission at its December 10-11, 1953 meeting approved a project in the City of Detroit to be constructed from the 1954 Special City Allotment fund as provided by chapter 149 Oregon Laws 1949.

The project as approved provides for patching, placing leveling course and 3" asphaltic concrete pavement 20' in width on Detroit Avenue from junction with the North Santiam Highway southerly for a distance of approximately 0.25 mile.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:as

~~No 44~~
No. 44

Detroit ~~10-23-53~~

Preliminary Estimate

Detroit Avenue from Junction with N Section Highway southerly for a distance of approximately 0.25 mile.

Place plant pitch - leveling course incorporated and 3" Asphaltic Concrete pavement 20' wide

Blade Grading	24 hrs	12.00	288.00
3/4" in leveling Course & Shoulders	400 Cu yds	4.00	1600.00
Sprinkling	20 M gal	4.00	80.00
3/4" in binder Course	30 Cu yds	5.00	150.00
MC 2 in binder	6 tons	65.00	390.00
Class B Asphaltic Concrete	580 tons	9.50	5510.00
		Subtotal	8018.00
		12½% Eng & Contg	1002.25
		Subtotal Eng	425.00
			$9445.00

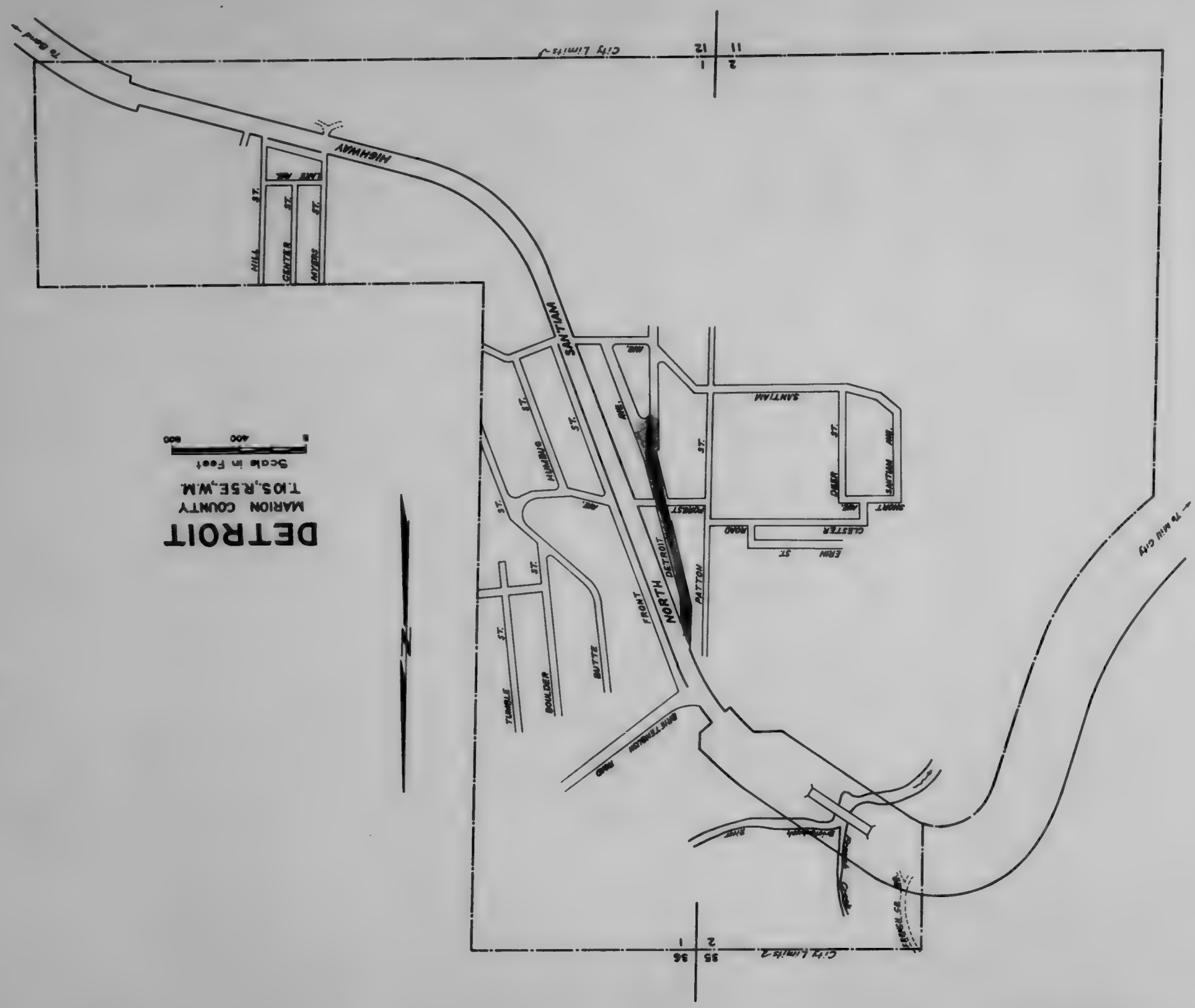
$9500.00

Detroit 9-18-53

Mr Lee Rawlins said to cut down length starting at junction with Highway and go as far easterly as $15,000 would go. As City has no funds to assist in going farther.

Below we could go for 0.23 mile to intersection with Detroit Avenue

Detroit Street is in very poor condition for most part this street was used as the Highway while new street was being constructed a large amount of rock has recently been hauled on the street and some logging trucks are also using Detroit Street


DETROIT
MARION COUNTY
T.10 S., R.5 E., W.M.
Scale in Feet
400
800
City Limits
MIGHWAY
SANTIAM
HILL ST.
CENTER ST.
MYERS ST.
LAKE AVE.
SANTIAM
ST.
AVE.
MAPLE
MYRTLE
ELM
CHERRY
ASH
ERIN
ST
NORTH DETROIT
FRONT
PATTON
BUTTE
BOULDER
TUNNEL
To Mill City
City Limits
35
36
1
2
11
12

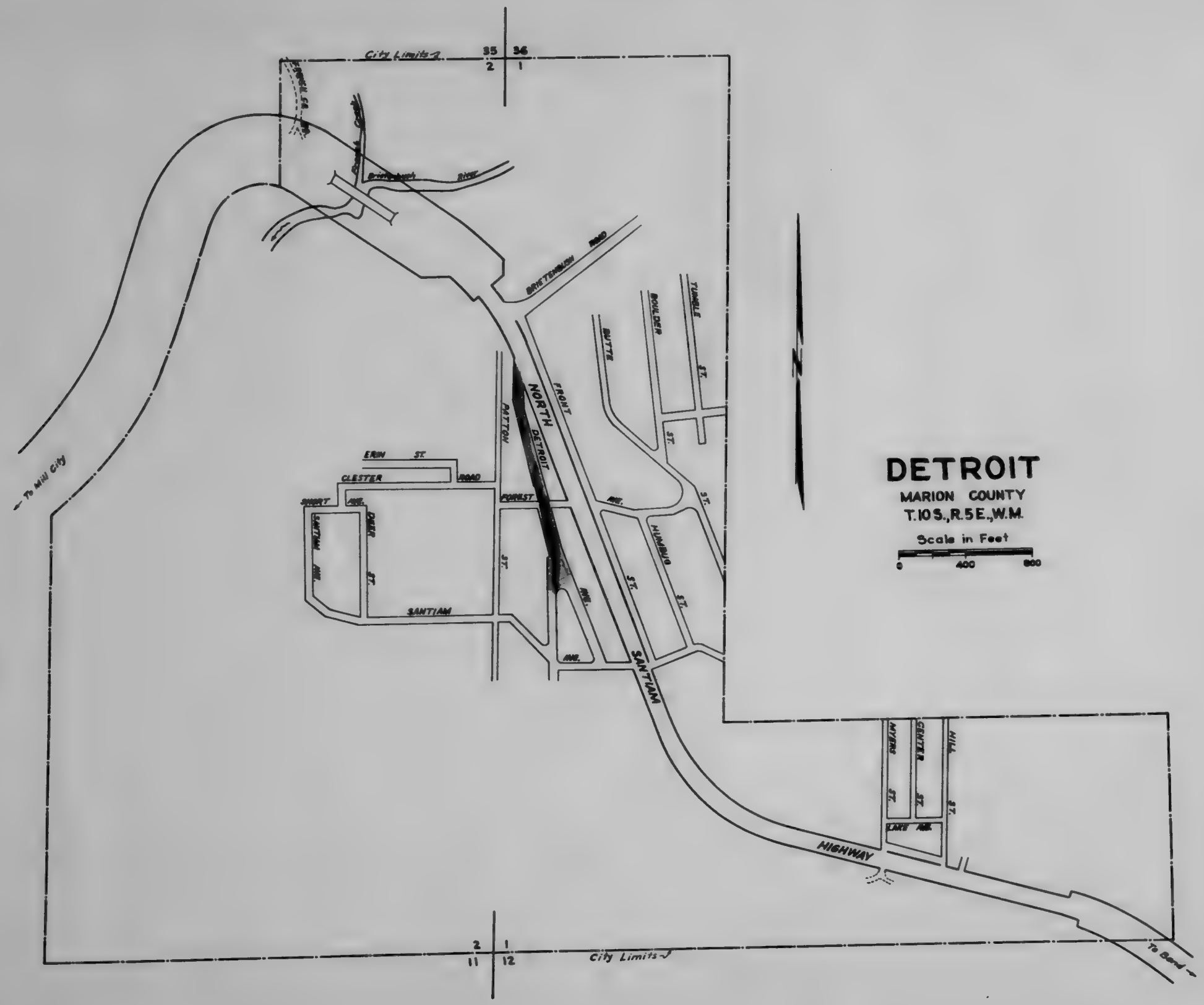
DETROIT

MARION COUNTY

T.10S., R.5E., W.M.

Scale in Feet

0 400 800



9-10-63

North

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of **Detroit** is an incorporated city of the State of Oregon, and has a population of **274**, as given by the latest official census, and

WHEREAS, the following streets of said city, **Old Highway from Breitenbush intersection southeast approximately 1600 feet**

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Old Highway from Breitenbush intersection Southeast approximately 1600 feet. (shown on map as Detroit Avenue and Old Road)

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Detroit does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Lee Howland as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 24th day of July, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Detroit at a regular or special meeting of said Council, held on the 24th day of July, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3rd day of August, 1953.

Ellen S. Humphrey
City Recorder

forwarded
7-24-53

Detroit Oregon
July 23, 1953

State Highway Commission
State of Oregon
State Highway Building
Salem, Oregon

Dear Sirs:

12-10-53

I am writing you in reference to a street we have in the City of Detroit. It has been & is now being used by log trucks, gravel trucks & various other Construction Concerns as a means of travel. It was surfaced but we now find the surface black top material has broken down almost Completely & is full of large holes etc. which makes travel by automobile difficult.

We understand we can apply as a small town for resurfacing by the state up to a certain amount in such cases. Could you send us the necessary forms to fill out for such application? or I can call

at your office if necessary.

Very respectfully Yours.

City of Detroit

Nolan P. Rasnick Mayor.

May 5th, 1955

FINAL COST ANALYSIS

Contract #4182 — Paving Bay City "C" Street — Prefix 329-1705-201(41)

United Contracting Co., Contractor

B. P. Huntley, Resident Engineer

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
Blade Grader	30	Hour	$10.33	$ 310.01	$12.00	$ 360.00
3/4"-0" Mat'l. in Level and Shoulders	245	Cu. Yd.	3.86	945.51	4.50	1,102.50
Sprinkling	10	M/Gal.	5.35	53.46	5.00	50.00
Class "B" Asphaltic Concrete	318.63	Ton	9.43	3,004.65	12.50	3,982.88
				$4,313.63		$5,495.38

Gross Revenue	$5,495.38
Total Cost	4,313.63
Net Profit	$1,181.75

Net Profit Equals 21.5% of Gross Revenue

Contract #4182

Remarks:

The project to which this contract applies is a "City Project". It was financed by the State without aid from the Federal Government.

The work to be done on this contract consisted of the following work on "C" Street in Bay City, Tillamook County: blade grader work in re-shaping and widening existing roadbed, finishing slopes and constructing side ditches, construct 0.16 mile of leveling course and shoulders and construction of approximately 330 tons of asphaltic concrete pavement. The west end of the project is at Station 1+99, which station is at the westerly side of the crossing of the Southern Pacific Railroad tracks with "C" Street in Bay City. The east end of the project is at Station 10+41.65, which is the intersection of "C" Street and the Oregon Coast Highway.

The materials were hauled from Tillamook from a commercial setup and the hauling was done at the contractor's convenience. The price of aggregates was high, but the contractor had reflected those prices in his bid. Water was the only item showing a loss, due entirely to the small quantity used. All other items show a very good profit. Good supervision and efficient operation contributed to a good profit.

Oscar Cutler
Chief Cost Analyst

By . . H. R. Sturgis

OREGON STATE HIGHWAY DEPARTMENT
(date)
~~Sep. 20, 1954~~

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4182	1-final	The United Contracting Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19160	R-104358	$ 5,495.38	9/17/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1954

Time Extensions: None

Completion Date: July 23, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-22-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
SEP 8 - 1954
FOR FILING

- 1705

September 8, 1954

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4182 for paving on the Bay City ("C" Street) Section in Tillamook County was completed by the contractor, The United Contracting Company, on July 23 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $5,495.38 will be released to the contractor on or after September 9, 1954. The total contract amount is $5,495.38, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
1400 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1954

Section Bay City ("C" Street)

Kind of work Paving

Highway City Street

Section prefix 329-1705

Contractor The United Contracting Co.

Contract number 4182

Date of contract May 12, 1954

Date of completion Sept. 15, 1954

Date work started July 16, 1954

Estimated date of completion ....., 19.....

Amount of contract Project auth., less engineering $ 6,574.10

Per cent of time elapsed .....%

Estimated cost of completed project, exclusive of engineering . . . . . $ 5,495.38

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 530, 105 %

Date project was completed July 23, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

We sent the semi-final to the Salem office Thursday of this week.

Final Report.

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

RECEIVED
AUG 17 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed B P Hemsley

Address Box 37, Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.16
Miles partially completed					
Miles completed					0.16
Total estimated quantities					245 cu. yds. 318.65 tons
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
FOR FILING

.1 - 11

4182

June 29, 1954

The United Contracting Co.
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4182, which was awarded to you on May 12 by the State Highway Commission, for paving on the Bay City ("C" Street) Section in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
ONES

May 24, 1954

Ruth M. Simmons
City Recorder
Bay City, Oregon

NOTED
Harold C. Ayers

Dear Madam:

On May 12, 1954 the State Highway Commission awarded a contract to The United Contracting Company of Portland, Oregon for the paving of "C" Street in Bay City. The contract provides that all work be completed before September 15, 1954.

Enclosed for your information and records is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM
Encl.

RECEIVED
MAY 14 1954
FOR FILING

19-1205
4182

May 13, 1954

United Contracting Co.
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 awarded to you State Highway Contract No. 4182 for Bay City ("C" Street) Paving Project in Tillamook County. This award was based on your bid of $o, 291 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

SUMMARY

ITEM	UNIT	NET QUAN.	ALLOWANCE	TOTAL
Blade Grader	Hour	30	3	33
3/4"-0 Material in Leveling Course & Shoulders	Cu Yd	343	37	380
Sprinkling	M-Gal.	10	2	12
Class 'B' Asphaltic Concrete	Ton	307	23	330

OREGON STATE HIGHWAY DEPARTMENT

BAY CITY ("C" ST.) SECTION
CITY STREET
TILLAMOOK COUNTY

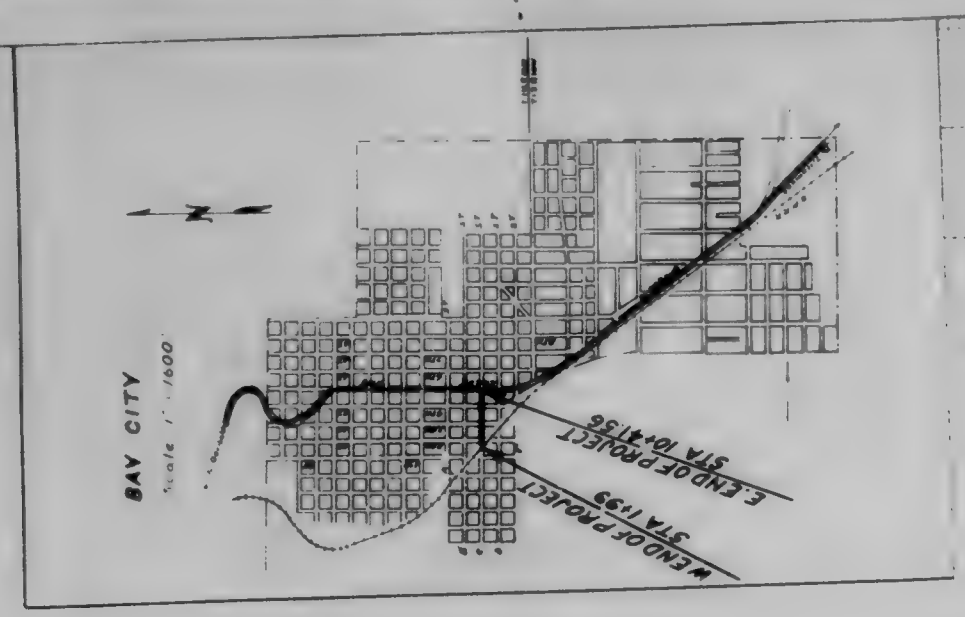
Scale 1" = 50' April, 1954

PROFILE

Scale 1" = 50' Horiz.
1" = 5' Vert.
Datum U.S.C. & G.S.

Asph. Conc. Wear Surf. Class 'B' Mix. Thkn. 1½"
Asph. Conc. Base Course Class 'B' Mix. Thkn. 1½"
Exist'g Str. Facing Av. Thkn. 8"
Leveling Course Comp. Thkn. Var. Under Pvmt. Min. 2"
1+99 To 5+05
7+30 To 10+61.58
Asph. Conc. Base Crse. (Class 'B' Mix. Thkn. 1½"
Asph. Conc. Wear. Surf. (Class 'B' Mix. Thkn. 1½"
Leveling Course Comp. Thkn. Var. Under Pvmt. Min. 2"
Existing Curb
Rock in place over Conc. Av. Thkn. 3'
6" Conc. in place
Rock in place Av. Thkn. 8"
5+05 To 7+30
W. End of Project Sta. 1+99
Top of Rail
El. 14.23
El. 14.21
El. 14.18
El. 14.00
VC 200'
Shed
City Hall
Storm Sewer
48" Conc. Culvert

UNIT	NET QUAN	ALLOWANCE	TOTAL
Hour	30	3	33
Cu Yd	343	37	380
M-Gal	10	2	12
Ton	307	23	330


BAY CITY
Scale 1" = 1600'
N
E. END OF PROJECT
STA 10+41.56
W. END OF PROJECT
STA 1+95

RECEIVED
FOR FILING

229-1165
4192
Bay City

April 16, 1954

Ruth Simmons, City Recorder
City Hall
Bay City, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Bay City covering the Special City Allotment project on "C" Street from the Oregon Coast Highway to First Street, a distance of approximately 0.16 mile, in the City of Bay City, Oregon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

RECEIVED
APR 19 1954
FOR FILING

fele

Salem, Oregon
April 16, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with Bay City covering the Special City Allotment project in Bay City.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Bay City, Oregon.

Very ttuly yours

Secretary

rn
Attach:

FORM S-20 20M 8-51 53318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project in Bay City.

Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

This project was approved by the Commission
Dec. 10, 1953

APPROVED BY THE COMMISSION
Date December 10, 1953
H. H. Kanzler
Secretary

OFFICE OF

CITY RECORDER

BAY CITY, OREGON

4-1-54

Ordinance No. 267

RECEIVED
APR 7 - 1954
ENGINEER

An ordinance providing for a form of agreement by and between the City of Bay City Oregon, and the State of Oregon acting by and through its State Highway Commission for the improvement of C Street and declaring an emergency.

Whereas, the City of Bay City, Oregon, has heretofore made application to the State of Oregon, acting by and through the State Highway Commission, for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805 and

Whereas, the State Hifhway Commission has accepted such application for the improvement of C Street , and

Whereas , in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and No/100 ($15,000)Dollars, the City to pay all costs in axcess of $15,000.

The people of the City of Bay City do ordain as follows:

Sectoin 1. That that certain form of agreement herein above referred to be entered into by the City of Bay City, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of C.Street and is hereby and accepted and so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. Whereas it is necessary that said improvements be made in the spring or summer of 1954, while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements untill the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Bay City, Oregon, an emergency is hereby declared to exist and this ordinnace shall be full force and effect from and after its passage by the Council and approval by the Mayor.

Ayes Gordon Swetland - Norman Vanloo - Vernon Leach - Robert Cotton. Russel Bergland and Jack Rudarmel absent.

Nays none.

Submitted to and approved by the Mayor on the 1 day of April, 1954.

Attest:

Ruth Simmons
Recorder

Wm. A. Gage
Mayor

CHARTER OF BAY CITY OREGON

AUGUST 1, 1953

ARTICLE 1 - Section 1

"[illegible] and possess all of the authority, rights and powers necessary and incident to a municipal corporation, according to the laws of the State of Oregon relating to municipal corporations."

ARTICLE 11 - Section 1

"The power and authority of the municipal corporation of the City of Bay City is hereby vested in a Mayor and Council [illegible]."

To John Graham
City & County Relations
re Agreement & Ordinance
Approved as to form.
MCA. 4/7/54

NOTED
V. R. JONES

March 24, 1954

Ruth M. Simmons
City Recorder
Bay City, Oregon

NOTED
J. F. HAGEMANN

Dear Madam:

The State Highway Commission plans to call for bids at its May meeting for the repair of "C" Street in Bay City. Enclosed are three copies of an agreement covering this project. This agreement is in accordance with the Special City Allotment project as requested by the City and approved by the Highway Commission.

Will you please have the City Council pass an ordinance, similar to the attached example, authorizing the Mayor and Recorder to sign the enclosed agreement. Please include a copy of this ordinance with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreements are in our hands, will you please have the Mayor and Recorder sign the attached agreement, with their signatures attested by a third party, stamp with the City Seal, and return all signed copies to this office prior to April 12, 1954. After signature by the Highway Commission, a fully executed copy will be returned for the City's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM
Encl.

NOTED
V. R IONES

Salem, Oregon
February 16, 1954

NOTED
Harold C. Ayers

Mr. E. G. Smith
Construction Engineer

Attention: Mr. E. Pease

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

We hand you herewith the field data on the Special City Allotment project in Bay City. This data has been checked and found to be consistent with the approved project and within the funds allocated for the project.

John W. Cattrall
Engineer, County and City Relations

By H.C.a

H. C. Ayers
Field Engineer

HCA:MM
Att.

cc: Mr. Virgil O'Neil

ESTIMATE

BAY CITY ("C" STREET) SECTION

February 8, 1954

Item	Unit	Quantity	Allowance	Total	Unit Price	Amount
Grader Work	Hours	30	3	33	$15.00	$ 495.00
3/4" - 0 in Base	Cu. Yds.	250	50	300	3.50	1,050.00
Sprinkling	M-Gals.	8	2	10	4.00	40.00
Class "B" Asphaltic Concrete	Tons	310	30	340	14.00	4,760.00
						$ 6,345.00
	12½% Engineering and Contingencies					795.00
			Total			$ 7,140.00

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

December 17, 1953

Ruth M. Simmons
City Recorder
Bay City, Oregon

NOTED
J. F. HAGEMANN

Dear Madam:

The State Highway Commission, at its December 10-11, 1953 meeting, approved a project in Bay City to be constructed from the 1954 Special City Allotment fund as provided by Chapter 149, Oregon Laws 1949.

The project as approved provides for grading, placing of leveling course and asphaltic concrete pavement on "C" Street from Oregon Coast Highway to Westerly City Limits, a distance of approximately 0.16 mile.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

Bay City 7-17-53

Preliminary Estimate

"C" Street from the Oregon Coast Highway to West City limits a distance of approximately 0.46 mile.

Place leveling course and 3"- asphaltic Concrete pavement 20' in width.

Blade Grader	24 hrs	$ 12.00	$ 240.00
3/4"- aggregate leveling Course	1500 Cyds	4.00	6000.00
Sprinkling	1000 gal	3.00	24.00
12 ton Roller	6 days	65.00	390.00
Class B Asphaltic Concrete	560 tons	9.00	5040.00
		Subtotal Estimated Cost	$ 6294.00
		12½% Engineering & Contingencies	786.75
		Subtotal Engineering	$ 360.00
			$ 1440.75

$ 7500.00

To 22

Bay City 9-15-53

Investigated the Condition of C Street in Bay City and found the street in very poor condition. The street had been paved with Portland Cement Concrete but is completely gone & has reverted to a gravel Street

The Port Commission has recently removed the wooden trestle and has placed a rock fill of considerable magnitude the heavy industrial traffic, hauling the rock has completely destroyed the surface.

The street is also heavily used by fish trucks to fish receiving and Canning stations. One of the largest Oyster receiving and Canning locations on the Coast.

The street has been heavily damaged and is maintained in poor condition due to heavy unusual industrial traffic

Believe we should recommend a Projection C Street from Oregon Coast Highway to the Westerly city boundary

H. B. Eyre

The Mayor asked to have a 40' pavement between 5th & 3rd and City may be able to pay the costs will advise as soon as estimate is made

7022

BAY CITY

Scale in Feet

0 800 1600 2400

TILLAMOOK CTY.

BAY

TILLAMOOK

Fish & Oyster Farming station, Farming

9-15-53

O.C. now gone

7-A-82

H 22

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 13, 1953

Ruth M. Simmons
City Recorder
Bay City, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Madam:

This is to acknowledge receipt of a resolution adopted by the City of Bay City requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1954 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Bay City is an incorporated city of the State of Oregon, and has a population of 761, as given by the latest official census, and

WHEREAS, the following streets of said city, C street from highway 101 to port fill, being approximately 820 feet.

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

C street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Bay City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Norman VanLoo as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2 day of April, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Bay City at a regular or special meeting of said Council, held on the 2 day of April, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 2 day of April, 1953.

Ruth Simmons
City Recorder

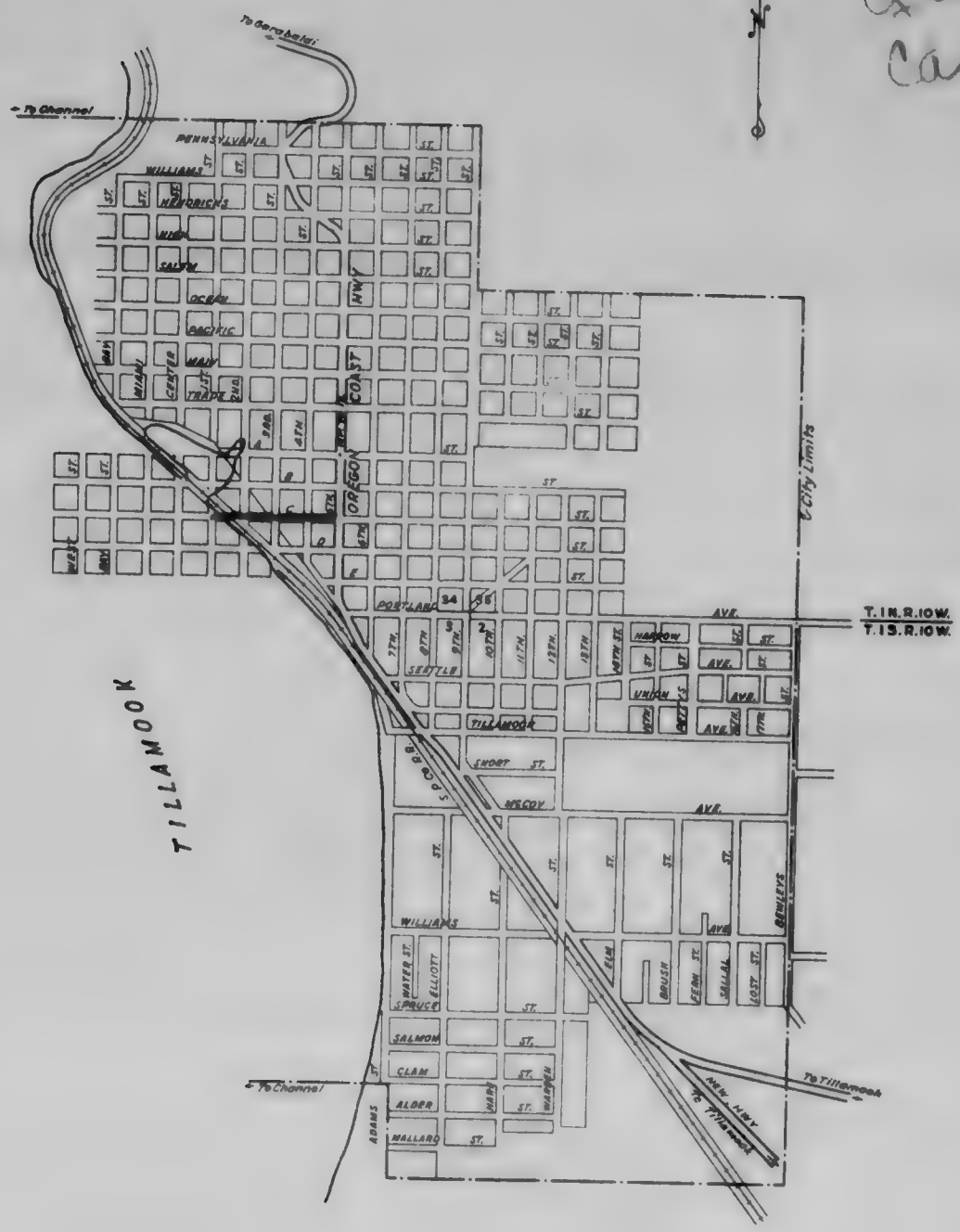
Oysters
Tides
Fish
Receiving Station
Canning

BAY CITY

Scale in Feet

0 800 1600 2400

TILLAMOOK CTY.



7-1-62

Bay City, Oreg.
Feb. 6- 1953

John W. Cattral- Engineer
State Highway Dept.
Salem, Oreg.

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Dear Sir:

Please send me application forms to be filed by the City for 1954 program for improving streets that are not a part of the State Highway system - We have several streets one especially that is receiving excessive wear -

Very truly yours
Ruth Simmons-Recorder
City of Bay City, Oreg.

RECEIVED
FEB 9 1953
ENGINEER
COUNTY ROADS

forms sent 2/11/53
M. M.

S-156(1) Lewisburg Loop Sec. of the Armstrong Lane & Dickinson Co. Rds. 1954

#4183

Form A-150—TDM—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 39671

Date June 14, 1955

Your Req. No.

Billing Request No. co-166

Credit distribution: 300-1031-297

Benton County
Corvallis, Oregon

Attn: County Court

Final billing for county share of total costs of Lewisburg Loop county FAS project covered by agreement dated March 25, 1954.

Original Advance Deposit	11,000.00	
Less: Amount previously transferred	7,000.00	
Balance Advance Deposit		4,000.00
County share of costs as per attached statement	10,414.37	
Less: Amount previously transferred	7,000.00	
Balance due		3,414.37
To be refunded		$ 585.63

RECEIVED
JUN 15
ACCOUNTING

NOTED
J. W. CATTRALL

Cash Received

By

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

NOTED
V. R. ...ES

June 9, 1955

NOTED
Harold C. Ayers

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

Final costs on the Lewisburg Loop Section of FAS 577 are now available and it has been determined that the agreed county share of these costs is $10,414.37 as shown in the attached cost statement. As the county initially deposited $11,000 a refund of $585.63 will be made within the next two weeks. This refund will be by means of a check from our accounting division.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

LEWISBURG LOOP SECTION, FAS 577 — BENTON COUNTY — CONTRACT NO. 4183

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Clearing and grubbing	all	$5,000.00	100%	$ 5,000.00
2.	Struc. excav., unclassified	c.y.	3.00	195.52	586.56
3.	General " " "	c.y.	0.25	21,865.5	5,466.38
4.	Short overhaul	yd. sta.	0.02	17,388.7	347.77
5.	Long "	C-yd. sta.	0.60	48	28.80
6.	Finish R/B and slopes	mile	500.00	2.32	1,160.00
7.	72" corr. metal pipe, 10 ga.	l.f.	34.00	54	1,836.00
8.	72" arch type CMP, 8 ga.	l.f.	34.00	42	1,428.00
9.	92" struc. plate pipe arch	l.f.	50.00	60	3,000.00
10.	12" concrete pipe	l.f.	1.75	1,002	1,753.50
11.	18" " "	l.f.	3.00	294	882.00
12.	24" " "	l.f.	4.00	75	300.00
13.	Course material in surfacing	c.y.	1.15	16,857	19,385.55
14.	3/4"-0" " " "	c.y.	2.80	1,405	3,934.00
15.	Sprinkling	M/gal.	3.00	228	684.00
PA #1	Allowance for loss of commercial timber.....	all	250.00	100%	250.00
PA #2	Galv. water pipe	l.f.	0.90	90	81.00

Subtotal...	$46,123.56
Repair County Road Used for Hauling Base Material...	616.69
Strengthen Two Bridges on Haul Road...	347.78
Construction Engineering...	4,097.71
TOTAL CONSTRUCTION COSTS...	$51,185.74
FEDERAL FUNDS COLLECTED FOR PROJECT...	$30,357.00

AGREED COUNTY SHARE OF TOTAL COSTS:

50% of Difference between Total Costs and Federal Funds:

($51,185.74 - $30,357.00) X 1/2 = $10,414.37

County Advance Deposit.....	$11,000.00
Less County Share Total Costs..	10,414.37
REFUND DUE BENTON COUNTY.....	$ 585.63

6/8/55

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Salem, Oregon
June 8, 1955

FAS 577, Benton County
FAS FAS 575 and 576, Linn County

Mr. John Herr
Accounting Division

NOTED
J. W. JONES

The total costs shown on the Statement of Final Costs for Benton and Linn Counties differ from those shown on the books through May, 1955, as follows:

Benton County - Prefix 502-1031

$25 for engineering added for cost analysis charges not yet on books.

Linn County - Prefix 522-1052

$3.74 appearing as May charge against engineering omitted as this was an erroneous charge. It is being transferred to the McDowell Creek Bridge. $3,340.96 railroad bill for flashing beacon railroad signal is included. This bill has been approved for payment but is not yet on books.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

JFH:mm

FORM S-120 9M4 REVISED 2-53

RECEIVED
FEB 3 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

MEMBERS

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 1, 1955

J. J. P. Taggart
(20 Seventh St.
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 18 had under discussion your request for an extension of time from October 31 to November 8, 1954 within which to complete your contract No. 4153 covering the Lewisburg Loop section of the Armstrong Lane and Dickinson Road in Benton County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. P. Walker
Division Engineer

David Mochring,
Resident Engineer

H. D. Smith,
Construction Engineer

RECEIVED
FOR FILING

S-156 (1)
4183

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 31, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4183	6-Final	J. R. Taggart	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1489	R-114336	$ 1,369.59	1/31/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Oct. 31, 1954

Time Extensions: to Nov. 8, 1954 without penalty

Completion Date: Nov. 5, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-1-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings

RECEIVED
JAN 24 1955
FOR FILING

S-136 (1)
+115

January 21, 1955

REGISTERED MAIL

Saint Paul-Mercury Indemnity Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

State Highway contract No. 4183 for work performed on the Lewisburg Loop Section of Armstrong Lane and Dickinson Road in Benton County was completed by the contractor, J. P. Taggart, on November 5, 1954, and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $1,369.59 will be released to the contractor on or after January 31, 1955. The total contract amount is $46,123.56, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisifed, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Saint Paul-Mercury Indemnity Company
Max Hubbs, Agent
Main Street
Silverton, Oregon

Affidavit
DC

RECEIVED
DEC 29 1954
FOR FILING

S-154 (1)
41[illegible]

December 28, 1954

Oregon State Highway Commission

Request for extension of time
No. 11
January 18 and 19 Meeting

Gentlemen:

Herewith is a request from J. R. Taggart for an extension of time on the Lewisburg Loop Section of the Armstrong Lane and Dickinson County Roads, Contract No. 4183, from October 31, 1954 to November 8, 1954.

Bids were taken on this project April 1, 1954, but the contract was not awarded until May 14, a delay of approximately 43 days. Had the contract been awarded at the time of taking bids, an eight-day overrun in time would not have been necessary.

I recommend that the extension be granted without penalty, and Mr. C. C. Foltz of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

H. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP:jv fp

RECEIVED
DEC 10 1954
FOR FILING

S-156 (1)

December 9, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Lewisburg Loop Contract No. 4183, from October 31, 1954 to November 8, 1954, to J. R. Taggart, contractor.

Bids were taken on this project on April 1, 1954, but the contract was not awarded until May 14th, a delay of approximately 45 days. Had the contract been awarded at the time of taking bids, an eight-day overrun in time would not have been necessary.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
DEC 1 - 1954
FOR FILING

November 30, 1954

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. B. Taggart on contract No. 4183, covering the Lewisburg Loop Section of the Armstrong Lane and Dickinson Road in Benton County. This payment, in the amount of $24,502.67, will be released to the contractor on or after December 10, 1954. The retained percentage is $1,384.14.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Max Hubbs
Main St.
Silverton. Oregon

NOTED ON CARD
11-30-54

NOTED
Harold C. Ayers

November 23, 1954

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4183, Lewisburg Loop Section of Armstrong Lane and Dickinson Road, FAS 577, in Benton County was completed on November 5, 1954.

Under the terms of the maintenance agreement signed by the Court on March 25, 1954, and by the Highway Commission on April 2, 1954, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
NOV 19 1954
FOR FILING

November 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 5, 1954 on Contract No. 4183, Lewisburg Loop Section, in Benton County, in connection with Federal Aid Project No. S-156 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Deputy State Highway Engineer

cc: John Cattanach
DBP:bb

Form E-1—1084

S-15-6(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Lewisburg to ;

Highway Benton County Road

Contractor J. D. Tabert

Date of contract May 14, 1954

Date work started May 20, 1954

Project authorization . . . . . $ 52,500.31

Exclusive of Engineering . . . . . $ 47,670.65

Estimated cost of completed project, exclusive of engineering . . . . . $ 48,750.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 3,948.68

Engineering cost to date $ 3653, 92 %

For Week Ending November 6, 1954

Kind of work Grading and Surfacing

Section prefix 502-1031

Contract number 4163

Date of completion October 31, 1954

Estimated date of completion November 5, 1954

Per cent of time elapsed 100 %

Date project was completed November 5, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placed 3/4" - 0" rock this week. Job complete.

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

NOTED
CONSTRUCTION ENGINEER

RECEIVED
NOV 8 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed David N. Mocking

Address Box 110, Corvallis

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	[illegible]	[illegible]			
Miles partially completed	[illegible]	[illegible]			
Miles completed	[illegible]	[illegible]			
Total estimated quantities	[illegible]	[illegible]			
Estimated quantities moved or placed to date	[illegible]	[illegible]			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	10				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....1...., Rollers ....1...., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., trucks ....6....., ..., ...

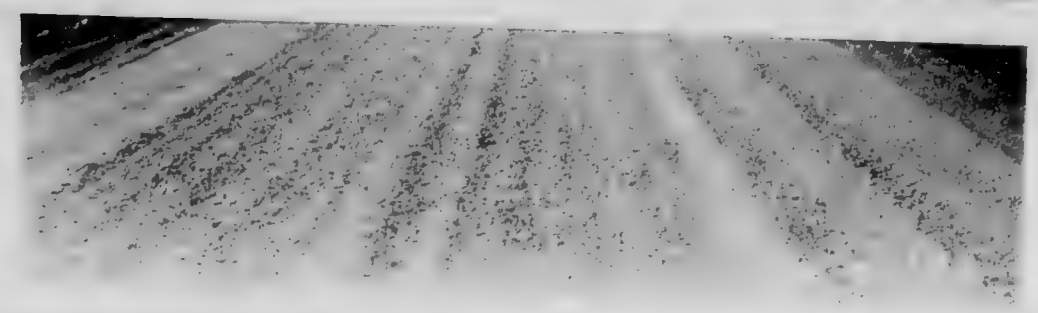
	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	cloudy		
Wednesday	"		
Thursday	"		
Friday	showers		
Saturday			

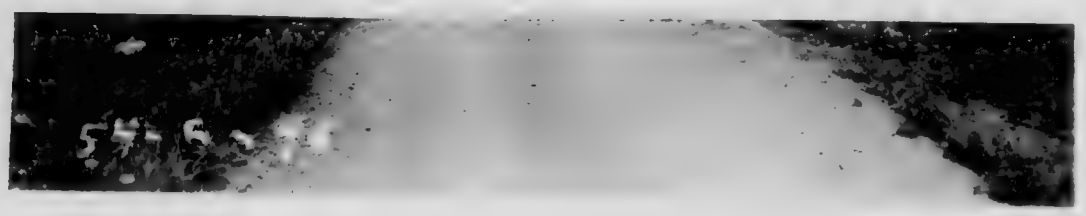
FAS _____ County _____ Contract No. _____

Section _____

Location _____

_____

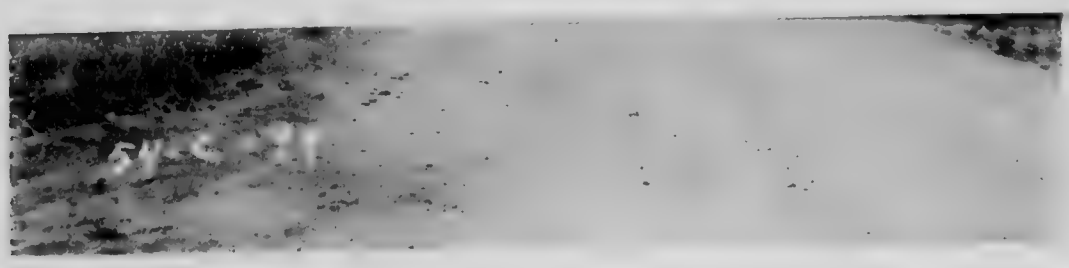




FAS

Sect

Loca

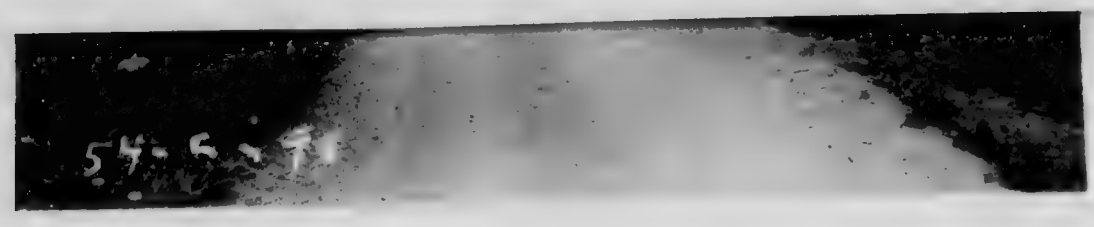


1971

FAS

Sec

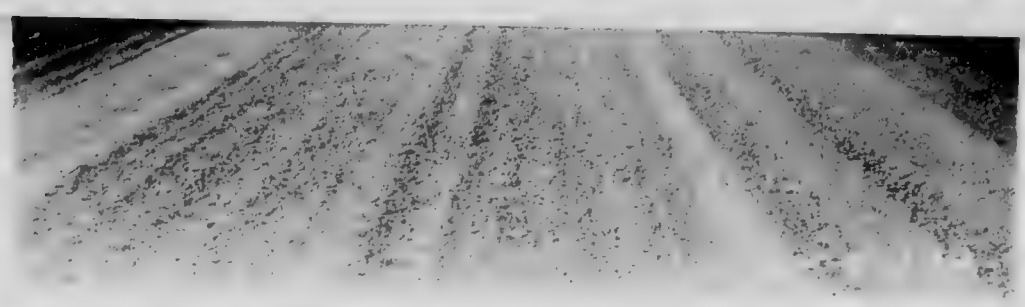
Loc

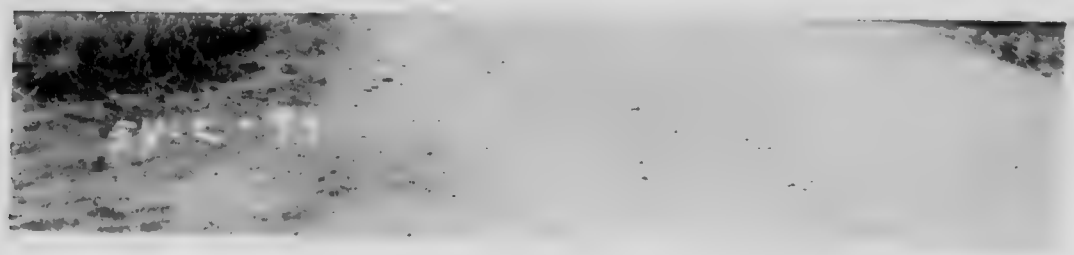


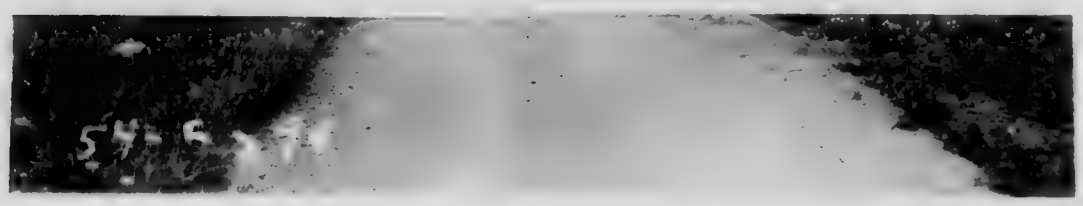
FAS____ County_____ Contract No._____

Section_____

Location_____







Form PR 2 (Revised 1950)

S 1401

State Oregon

Federal Aid Secondary Project No. S-156(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of February, 1954, a program, which was approved on the 16th day of March, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 17th day of March, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-three thousand and 00/100 dollars ($33,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

rrl

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Benton County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the NE 1/4, Section 11, T. 11 S., R. 5 W., W.M., and survey station 122+25 in the SE 1/4, Section 1, T. 11 S., R. 5 W., W.M., without exception,

, length 2.315 miles, in Benton County, being Oregon Federal Aid / Secondary project No. S-156(1), consisting of 2.315 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11379-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-three thousand and 00/100 dollars ($33,000.00), which does not exceed the authorized Federal pro rata share of fifty-three thousand, three hundred four and 35/100 dollars ($53,304.35), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Chairman, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*

Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A4.62

RECEIVED OCT 13 1954 OREGON DIVISION

RECEIVED OCT 7 1954 DIVISION 8

RECEIVED AUG 27 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-156 (1)

Preliminary Log Section

OF THE ALSEA-ALPINE LAKE AND DIVISION ROAD IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1954

Item Code 2010
Roadway (Sta. 0+00 to Sta. 122+25) (Contract No. 4183)

All Required		Clearing and Grubbing		$ 5,000.00
210	cu. yds.	Structural Excavation, Unclassified	$ 3.00	630.00
23,100	cu. yds.	General Excavation, Unclassified	0.25	5,775.00
24,700	yd. sta.	Short Overhaul	0.02	494.00
70	C-yd. sta.	Long Overhaul	0.60	42.00
2.32	miles	Finishing Roadbed and Slopes	500.00	1,160.00
50	lin. ft.	72-inch Corrugated Metal Pipe, 10 Gage	34.00	1,700.00
50	lin. ft.	72-inch Arch Type Corrugated Metal Pipe, 8 Gage	34.00	1,700.00
66	lin. ft.	95-inch Structural Plate Pipe Arch	50.00	3,300.00
1,130	lin. ft.	12-inch Concrete Pipe	1.75	1,977.50
260	lin. ft.	18-inch Concrete Pipe	3.00	780.00
80	lin. ft.	24-inch Concrete Pipe	4.00	320.00
17,600	cu. yds.	Coarse Material in Surfacing	1.15	20,240.00
1,500	cu. yds.	3/4" - 0 Material in Surfacing	2.80	4,200.00
380	M-gal.	Sprinkling	3.00	1,140.00
			Subtotal	$48,456.50
			10% Engr. & Cont.	4,847.85
			Total	$53,304.35
		Length of Roadway	2.315	
		Cost of Roadway per mile	$23,025.63	

Federal Funds	$33,000.00
State Funds	10,152.17
County Funds	10,152.18
	$53,304.35

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint: Chap. 529, Laws 1939.

Note: Cash has been deposited by Benton County with the State Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-156 (1)

LEWISBURG LOOP SECTION

OF THE ARMSTRONG LANE AND DICKINSON ROAD IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 16, 1954

Type Code 2010
Roadway (Sta. 0+00 to Sta. 122+25)

All Required		Clearing and Grubbing		$ 6,000.00
210	cu. yds.	Structural Excavation, Unclassified		
23,100	cu. yds.	General Excavation, Unclassified	$ 3.00	630.00
24,700	yd. sta.	Short Overhaul	0.35	8,085.00
70	C-yd. sta.	Long Overhaul	0.02	494.00
2.32	miles	Finishing Roadbed and Slopes	0.50	35.00
50	lin. ft.	72-inch Corrugated Metal Pipe, 10 Gage	500.00	1,160.00
50	lin. ft.	72-inch Arch Type Corrugated Metal Pipe, 10 Gage	35.00	1,750.00
66	lin. ft.	95-inch Structural Plate Pipe Arch	35.00	1,750.00
1,130	lin. ft.	12-inch Concrete Pipe	52.00	3,432.00
260	lin. ft.	18-inch Concrete Pipe	2.00	2,260.00
80	lin. ft.	24-inch Concrete Pipe	3.25	845.00
17,600	cu. yds.	Coarse Material in Surfacing	4.75	380.00
1,500	cu. yds.	3/4" - 0 Material in Surfacing	1.45	25,520.00
380	M-gal.	Sprinkling	3.50	5,250.00
			3.00	1,140.00
		Subtotal		$58,731.00
		10% Engr. & Cont.		5,873.10
		Total		$64,604.10

Length of Roadway 2.315 miles
Cost of Roadway per Mile $27,906.73

Federal Funds	$37,800.00
State Funds	12,600.00
County Funds	14,204.10
	$64,604.10

RECEIVED
FOR FILING

S-156(1)
4183

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1954

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between J. R. Taggart and D. F. McKenzie & M. K. Buick, covering Items 2 to 12, inclusive, and Item 15 on the Lewisburg Loop Contract No. 4183, Oregon S-156(1), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc: W. C. Williams
2 - C. G. Polk

FILED

4183

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1954

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
O F F I C E

NOTED
W. C. WILLIAMS

L

Dear Sir:

The Subcontract between J. R. Taggart and R. C. Edwards covering Item No. 1 on the Lewisburg Loop Contract No. 4183, Oregon S-156 (1), is approved, and you may so inform the interested parties.

Four copies of the Subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc W. C. Williams
2 - C. G. Polk

RECEIVED
JUN 11 1954
FOR FILING

4182

June 11, 1954

Mr. J. D. Teegart
620 Seventh St.
Salem, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4183, which was awarded to you on May 14, 1954 by the State Highway Commission, for grading and surfacing on the Lewisburg Interjection of the Armstrong Lane and Dickinson Road in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 3 1954
FOR FILING

S-1 1 1

4183

June 3, 1954

Mr. C. G. Poll:
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work, Account No. 285, covering adjusting power poles on the Lewisburg Loop Section of the Armstrong Lane and Dickinson County Roads in Benton County, Contract No. 4183, in connection with Federal Aid Project No. S-156 (1).

The poles to be moved are located on private right of way. Moving them is necessary for construction on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DB':ch

RECEIVED
JUN 3 - 1954
FOR FILING

S-156(1)

4183

June 1, 1954

Benton-Lincoln Electric Cooperative, Inc.
P. O. Box 871
Corvallis, Oregon

Gentlemen:

This is your authority to proceed with the moving of your power pole line located on private property on the Lewisburg Loop Section of Armstrong Lane and Dickinson County Roads in accordance with your estimated cost of $248.06, as stated in your letter of May 24, 1954.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JDW:
cc Mr Smith
Mr Hacker
Mr. Hansen

BENTON-LINCOLN
ELECTRIC COOPERATIVE, INC.
P. O. BOX 871
CORVALLIS, OREGON

May 24, 1954
In reply refer to: E-1

Oregon State Highway Department
645 South Second Street
Corvallis, Oregon

Attention: Mr. Moehring

Gentlemen:

Pursuant to a request for the Cooperative to move seven electric power poles now existing within former private rights-of-way in Section 2, T. 11 S., R. 5 W., Benton County, the following estimate of costs to be paid by the state is submitted:

Removal and replacement of four poles @ $24.75	=	$ 98.00
Removal and replacement of four guys and anchors @$8.50	=	34.00
Removal and transfer of 3860' primary conductor @ $21.50 per thousand	=	81.00
Splicing and extension of service drops--10 @ $3.50	=	35.00
Total		$248.06

Three poles requested to be moved will be moved with costs being assumed by the Cooperative as they are being replaced with larger poles and will be an improvement to our system.

Upon notification of acceptance of this proposal, the Cooperative will move the poles and appurtenances as requested.

Very truly yours,

BENTON-LINCOLN ELECTRIC COOP., INC.

B R Little

B. R. Little
Manager

RECEIVED
MAY 27 1954
FOR FILING

S-156(1)

4183

May 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 20, 1954 on Contract No. 4183, Lewisburg Loop Section, in Benton County, in connection with Federal Aid Project No. S-156 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

MCW:gs

RECEIVED
MAY 27 1954
FOR FILING

S-156(1)

4183

May 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 20, 1954 on Contract No. 4183, Lewisburg Loop Section, in Benton County, in connection with Federal Aid Project No. S-156 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

MCW:gs

RECEIVED
FOR FILING

File Benton Co
FAS 577

Form A-150 10M 12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Har J C A

Invoice No. 33573

Date May 11, 1954

Your Req. No.

Billing Request No. CC 80

Credit distribution: 500-1031-297

Benton County
Corvallis, Oregon

NOTED
V. R. JONES

Attn: County Court

Advance Deposits	11,000.00
Lewisburg Loop County FAS project in Benton County covered by agreement dated March 25, 1954. Partial transfer of County's share of total cost. The total advance deposit is $11,000 of which $4,000 is to remain in the advance deposit fund. To be retained	7,000.00
	$ 4,000.00

RECEIVED
MAY 13 1954
ENGINEER
COMPTROLLER'S DEPT OF BILLING REQUEST

NOTED
J. F. HAGEMANN

Account with Request: $

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
Goldie Lewis

E. R.

RECEIVED
FOR FILING

AGENDA
JUN 23 1954
3a-1

May 14, 1954

J. R. Taggert
620 7th Street
Salem, Oregon

Dear Sir:

The State Highway Commission on April 1, 1954 accepted your proposal for grading and surfacing the Lewisburg Loop Section of Armstrong Lane and Dickinson County Roads in Benton County for the sum of $48,458.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions were satisfied. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4 83.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
Goldie Lewis

E. R.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 14, 1954
11:10 a.m.

J. R. Taggert
620 7th Street
Salem, Oregon

Contract for grading and surfacing Lewisburg Loop Section of Armstrong Land and Dickinson County Roads, Benton County for which you submitted the low bid on April 1 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 17 1954

RECEIVED
FOR FILING
OREGON DISTRICT
S-156(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 14, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-156 (1), Lewisburg Loop Section, Armstrong Lane and Dickinson Road, we hereby concur as of this date in award of contract to J. R. Taggart of Salem, Oregon, low bidder in the amount of $48,458.50 at the April 1, 1954 bid opening.

Very truly yours,

C. G. Folk

C. G. FOLK
District Engineer

RECEIVED
MAY 17 1954
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1954
FOR FILING

S-156(1)

418

May 14, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and surfacing work on the Lewisburg Loop Section of the Armstrong Lane and Dickinson County Road in Benton County, Project S-156 (1), to J. R. Taggart of Salem, Oregon, on the basis of the bid of $48,458.50 submitted on April 1, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ga

RECEIVED

S-156(4)

4182

S-156(4)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1954

SUBJECT: FAS 577, Benton County
Lewisburg Loop Section

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

L

Benton County has advised that all right of way has been obtained in connection with the Lewisburg Loop County FAS project. This project is now clear for award of a contract.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: S. H. Probert

FAS 577
Benton Co.

NOTED
R. JONES

NOTED
Harold C. [illegible]

HAUL ROUTE
Lewisburg Loop Project

subject to repair of any damage chargeable to use of road by contractor's gravel trucks, by State's contractor, or State Highway Commission.

May 10 [illegible] 57

Benton [illegible] Y

Walter Schmidt

Conway & Bond

FORM E-123 50M REVISED 2-52

NOTED
V. R. JONES

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 3, 1954

IN REPLY PLEASE REFER TO

Mr. Walter Schmidt
County Commissioner of Benton County
Corvallis, Oregon

Dear Sir:

Your letter of April 23 concerning dust conditions occasioned by hauling has been referred to me for answering.

An inspection of this road has been made, and it was found that it is being sprinkled in a manner adequate for present weather conditions. You had evidently talked to Mr. Haggart, and I feel that he is endeavoring to cooperate.

I assume that you have had similar complaints from your own hauling and that of commercial plants during the summer months. There are several factors which complicate the situation. Contractors frequently haul from their own or leased pits, of which we had no knowledge when the job was let, and as long as they comply with the laws regarding hauling we can do very little about it. They, as a rule, have been quite cooperative regarding sprinkling, but that does not satisfy the property owners during the summer months.

I feel it is impractical to make any more vigorous restrictions, as certainly we should not dissipate the funds set up for a job by oiling all the hauling roads which we use.

RECEIVED
MAY 4 - 1954
ENGINEER
COUNTY & CITY RELATIONS

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. H. G. Smith
Mr. J. D. Walker
Mr. J. W. Cattrall

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
V. R. JONES

.....

.....

Salem, Oregon
April 30, 1954
SUBJECT:

To:

NOTED
Harold C. Ayers

Mr. D. H. Moehring,
Resident Engineer,
Oregon State Highway Department,
Corvallis, Oregon.

Dear Sir:

Inclosed herewith copy of a letter from J. R. Taggart and from R. C. Edwards, who is doing the clearing on the Lewisburg Loop Section.

Mr. Edwards indicates that he believes the logs and timber in the clearing, which Benton County had turned over to the adjacent property owner, has a value of some $950.00. Please obtain an inventory of this timber, showing the board feet involved, also the type and an idea of the present value, in order that we can check Mr. Taggart's claim.

Yours very truly,

J. D. Walker,
Division Engineer.

JDW:AM
cc Mr. H. G. Smith
County and City Relations

RECEIVED
MAY 3 - 1954
ENGINEER

NOTED
J. F. HACKLEMAN

J. R. TAGGART
General Contractor
620 Seventh Street
Salem, Oregon

April 26, 1954

Oregon State Highway Department.
Salem, Oregon.

RECEIVED
APR 28 - 1954
ENGINEER

Mr. J. D. Walker

Dear Sir:

We received the enclosed letter from R. C. Edwards, Corvallis, the sub contractor on the clearing on the Lewisburg Loop section of the Armstrong Lane and Dickinson Road highway.

We feel the amount asked is fair due to the removal of the piling and the extra cost of shooting the stumps.

Yours very truly,

/S/ J. R. Taggart

J. R. Taggart

COPY

Corvallis, Oregon
April 23, 1954

J. R. Taggart, Contractor,
620 Seventh St.
Salem, Oregon

Dear Sir:

Since I submitted a bid to you for clearing the right of way on the Lewisburg Loop section of the Armstrong Lane and Dickenson Road highway, Benton County, the timber that I was to remove and sell as piling has been removed. I had planned to pull the trees over, so the shooting of the stumps would not be necessary, now the shooting of the stumps will have to be light and then dug out.

The equipment I bid the job with was capable of pulling the trees over, and now it will take considerable time to dig the stumps out. The houses are close so light shooting is all that is possible.

Due to the fact that the piling was removed and the loss of that revenue and with the extra cost of the light shooting, due to the nearness of the houses, and the digging of the stumps, I feel this has increased my bid the amount of Nine Hundred and Fifty Dollars. ($950.00)

Signed by R. C. Edwards

C
O
P
Y

Corvallis, Oregon
April 23, 1954

J. R. Taggart, Contractor,
620 Seventh St.
Salem, Oregon

Dear Sir:

Since I submitted a bid to you for clearing the right of way on the Lewisburg Loop section of the Armstrong Lane and Dickenson Road highway, Benton County, the timber that I was to remove and sell as piling has been removed. I had planned to pull the trees over, so the shooting of the stumps would not be necessary, now the shooting of the stumps will have to be light and then dug out.

The equipment I bid the job with was capable of pulling the trees over, and now it will take considerable time to dig the stumps out. The houses are close so light shooting is all that is possible.

Due to the fact that the piling was removed and the loss of that revenue and with the extra cost of the light shooting, due to the nearness of the houses, and the digging of the stumps, I feel this has increased my bid the amount of Nine Hundred and Fifty Dollars. ($950.00)

Signed by R. C. Edwards

C
O
P
Y

RECEIVED
FOR FILING

S-1561(1)
4113
S 156(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1954

SUBJECT: FAS 577, Benton County
Lewisburg Loop County FAS Project

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

We have received this date an advance deposit from Benton County of $11,000 in connection with the Lewisburg Loop County FAS project; however, the county advises that the right of way will not be clear until May 8th. The county is acquiring this right of way by resolution and it now appears that the county does not have a right of entry until the final court order establishing the route as a county road has been adopted. The earliest date this may be adopted is May 8th.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: S. H. Probert
H. G. Smith
J. D. Walker

RECEIVED
APR 22 1954
OFFICE OF
STATE HIGHWAY ENGINEER

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

April 21, 1954

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

Oregon State Highway Department
R. H. Baldock
State Highway Engineer
County and City Relations
Salem, Oregon

Attention: John F. Hagemann
Asst.Engr., County and City Relations

Re: Lewisburg Loop Section
FAS 577

Gentlemen:

Enclosed please find our warrant, No. 10966, in the amount of $11,000.00, as advance deposit of 20% of the estimated total cost based on the low bid prior to award of contract, for the construction of the Lewisburg Loop Section of FAS 577.

Yours very truly,

BENTON COUNTY COURT

By Walter Schmidt
Walter Schmidt
Commissioner

Warrant 10966 for $11000.00
to Acctg Rec'd advance
Fcmd 4-22-54
7Query

WS:la
Encl - Warrant # 10966
$11,000.00

RECEIVED
APR 22 1954
ENGINEER
COUNTY AND CITY RELATIONS

RECEIVED
APR 8 1954
FOR FILING

S-156(1)

-1182

S 156(1)

Salem, Oregon
April 7, 1954

Mr. John W. Cattrall
City - County Relations Dept.
Office

Attached hereto is a conformed copy of a finance agreement and four certified copies of a maintenance agreement with Benton County covering the Lewisburg Loop Section Oregon Project #S-156(1) FAS 577.

The original of each of the above agreements has been retained in this office for the Commission's files and a fully executed copy of each has been sent to the County Court of Benton County.

Very truly yours

Secretary

rn
Attach: 5

RETURNED TO
BY SECRETARY

RECEIVED
APR 8 1954
FOR FILING

Const
Fed Aid
Urban Sec
S 156(1)

April 7, 1954

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Benton County a fully executed copy each of a maintenance agreement and finance agreement covering the Lewisburg Loop Section, Oregon Project #S-156(1), FAS 577.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
APR 5 1954
FOR FILING

Secret
J.D. Ind
Mang. Y Eng.
5-15-54

April 5, 1954

Mr. J. R. Taggart
620- 7th. Street
Salem, Oregon

Dear Mr. Taggart:

The State Highway Commission on April 1, 1954 accepted your bid in the amount of $48,458.50 for grading and surfacing on Lewisburg Loop Section of the Armstrong Lane and Dickinson County Roads, about 5 miles north of Corvallis in Benton County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mmm
Enclosure
cc: H. G. Smith
S. H. Probert
R. G. Savage

FORM E-20 2SM 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

Glaisyer

L

Enclosed are three copies of a finance agreement covering the Lewisburg Loop Section of FAS 577 in Benton County. Two copies have been executed by the proper county officials and are now ready for presentation to the Highway Commission.

Please note that the agreement is written for a total cost of $67,000 (estimated total cost) which is $7,000 more than originally set up for this project. Based on the final cost of the FAS project constructed last year, Benton County now has a total of $73,000 available for expenditure this year. Benton County has elected to utilize up to $67,000 of this amount for the Lewisburg Loop project with the balance to be used for oiling the Twin Bridges-Muddy Creek project which was graded and surfaced in 1953. In no event will the total FAS expenditures of Benton County in 1954 exceed the $73,000 available.

Also enclosed are six copies of a maintenance agreement covering this same section of road. Please return either four fully executed or certified true copies to this office for transmittal to the B.P.R.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

9-24-53 minute page 54

A

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

Const
Federal
Prog. Proj

March 19, 1954

S-156(1)

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The addition of Item 246, Project S-156(1), as described in the Oregon Federal-aid Secondary Highway Program, Supplement No. 23, is approved effective March 16, 1954. The letter will confirm of previous verbal notification in this matter.

Your February 26, 1954 letter indicates compliance with Section 1.6 of regulations regarding selection of project.

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
MAR 22 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Central
Fed. Aid
Engr. Dept.

March 8, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blue print copies of project statement map for the Lewisburg Loop, Project No. FAS 156.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

END OF PROJ.
FAS 156
VALLIS
LEWISBURG LOOP SECTION
PROJECT NO FAS 156

① BRIDGE NO 1
1-25' TIMBER SPAN
16' ROX

② BRIDGE NO 2
1-20' TIMBER SPAN
18' ROX

③ BRIDGE NO 3
1-35' TIMBER SPAN
12' ROX

BEGINNING OF PROJECT
FAS 156

END OF PROJE
FAS 156

CALLOWAY

CORVALLIS

RESERVOIR

N

NOTED
V.R. JONES

NOTED
Harold C. Ayers

April 5, 1954

Benton County Court
Court House
Corvallis, Oregon

Gentlemen:

On April 1st the Highway Commission received a satisfactory bid from J. R. Taggart of Salem for the construction of the Lewisburg Loop Section of FAS 577. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the County prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$48,458.50
Add Items (Adjust utilities)	400.00
12-x/dp Engineering & contingencies	6,107.31
Estimated Total Cost	$54,965.81
Advance Deposit of 20% ...	$11,000.00

Please make this deposit by means of a warrant or check in the amount of $11,000 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Based on this estimate, Benton County will have a balance of 1954-1955 FAS funds of approximately $18,000. This is more than enough for the Muddy Creek-Twin Bridges oiling project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
Harold C. Ayers

March 26, 1954

Benton County Court
Court House
Corvallis, Oregon

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of executed copies of a finance agreement, maintenance agreement, and encroachment resolution covering the Lewisburg Loop Section of FAS 577. We are returning the original copy of the resolution for your records. After signature by the Highway Commission a fully executed copy of each agreement will be returned.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

Form-cc-12 (1954 Rev.)

OREGON PROJECT S-156(1)
FAS 577

R E S O L U T I O N

3-25-54

WHEREAS, a county road in Benton County, State of Oregon, known as the Armstrong Lane & Dickinson County Road, is routed through the County of Benton, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Benton County, the section adopted for improvement being more particularly described as follows; to wit:

From County Road No. 30 approximately 0.5 miles west of Lewisburg northerly and easterly to the Pacific Highway West approximately 1 mile north of Lewisburg, a distance of 2.32 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Benton will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Benton County, Oregon, that no encroachments will be permitted on the county road known as the Armstrong Lane & Dickinson County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Benton County, Oregon, this 25th day of March, 1954.

By Leo D McBee
County Judge

By Walter Schmidt
County Commissioner

By Aubrey H Bond
County Commissioner

Attest:
Ralph P. Schindler
County Clerk

Form cc-12 (1954 Rev.)

OREGON PROJECT S-156(1)
FAS 577

R E S O L U T I O N

WHEREAS, a county road in Benton County, State of Oregon, known as the Armstrong Lane & Dickinson County Road, is routed through the County of Benton, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Benton County, the section adopted for improvement being more particularly described as follows; to wit:

From County Road No. 36 approximately 0.5 miles west of Lewisburg northerly and easterly to the Pacific Highway West approximately 1 mile north of Lewisburg, a distance of 2.32 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Benton will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Benton County, Oregon, that no encroachments will be permitted on the county road known as the Armstrong Lane & Dickinson County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Benton County, Oregon, this 21st day of March, 1954.

By Leo D McBee
County Judge

By Walter Schmidt
County Commissioner

By Aubrey R Bond
County Commissioner

Attest:
Ralph P. Schindler
County Clerk

NOTED
V. R IONES

Salem, Oregon
March 18, 1954

Mr. H. G. Smith
Construction Engineer

NOTED
Harold C. Ayers

Benton County is acquiring the right of way for the Lewisburg Loop County FAS project by resolution. In following the procedure set by law the county will hold a public hearing at 10:00 A.M. April 7th at the Court House in Corvallis. The Court has requested that the cross sections for this project be available during the hearing in order to show the interested parties what construction will be done adjacent to their property. Would you please arrange to have the cross sections on hand at the Court House during this hearing.

John W. Cattrall
Engineer, County and City Relations

By

NOTED
J. F. HAGEMANN

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. J. D. Walker

NOTED
V. R. JONES

March 18, 1954

NOTED
Harold C. A[illegible]

Benton County Court
Court House
Corvallis, Oregon

Gentlemen:

This is to advise that our Soils Division, after analyzing soil samples from the Lewisburg Loop Section of FAS 577, has recommended for medium traffic a total base and wearing surface thickness of 17" compacted. The FAS project to be contracted by the state will provide 13" of this 17".

If the county elects to place an oil mat on this section at some future time, it would be well to add sufficient additional rock to increase the base and wearing surface depth to the 17" total recommended; however, the amount of material added should also be governed by observation of the stability of this section of road during the period immediately preceding the oiling operation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:HM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 17, 1954

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Lewisburg Loop Section of the Armstrong Lane and Dickinson County Road, FAS 577, upon which bids will be accepted April 1st.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awar d of a contract. This agreement provides that the county will pay all costs in excess of $67,000; however, in the event the estimate based on the low bid received exceeds this amount, the county may elect to accept or reject the terms of the agreement.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than October 31, 1954.

If satisfactory, please sign, have the County Clerk attest, and return all copies of both agreements and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to March 24th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 17, 1954

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

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If satisfactory, please sign, have the County Clerk attest, and return all copies of both agreements and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to March 24th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

RECEIVED
FOR FILING
OREGON DISTRICT 5 (1)
4123

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS 156, Lewisburg Loop, Dickinson Road-Armstrong Lane

Dear Sir:

The sketch map, subject project, dated February 1954, is approved today.

It is noted that the total length of project is shown as 2.31 miles. This should be changed to 3.00 miles to conform with the official description and length of FAS Secondary Route No. 577. We have changed our copies accordingly.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAR 24 1954
OREGON
STATE HIGHWAY COMMISSION

JFH:MM
cc: J. W. Cattrall

RECEIVED
OREGON DISTRICT
FOR FILING
S-156(1)
4183

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-156(1), Lewisburg Loop Section of the Armstrong Lane and Dickinson Road. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Please furnish the usual copies of county resolution covering maintenance and encroachments prior to the project agreement stage.

Yours very truly,

C. G. Polk
District Engineer

RECEIVED
MAR 26 1954
OREGON
STATE HIGHWAY COMMISSION

JFH:MM
cc: J. W. Cattrall

FORM E-123X 37,500 4-53

NOTED
J. W. CATTRALL

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

J. F. HAGEMANN

March 10, 1954

RECEIVED
MAR 10 1954
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

In answer to your letter of March 10th the following additional supporting data is offered in justifying item 246 in Benton County of Oregon's supplement Federal-aid Secondary Highway Program.

As a result of subsequent counts taken on this section of road, the A.D.T. of 25 originally submitted has been found to be faulty and our Traffic Division has revised this A.D.T. to 100 for 1953 with an estimated A.D.T. of 150 for 1973. Fourteen percent of this traffic has been determined to be commercial. At the present time this commercial traffic is primarily truck haul of grain and other feed to the chicken broiler factory located adjacent to this route. In the future trucks hauling logs from the timbered area northwest of this loop are expected to utilize this route as an outlet. The width to which we are presently constructing (26') does not represent the eventual finished top width. Benton County plans to oil this section of road after it has gone through one or two winter seasons and, based on the design set by our Soils Division, an additional 4' of base material and oil mat will be required resulting in an ultimate top width of 24'.

All other Benton County FAS routes have been improved to minimum AASHO standards with the exception of a 2.5 mile section of FAS 206. Improvement of this 2.5 mile section is being purposely deferred by the county in an effort to overcome difficulties encountered in obtaining required additional right of way.

If at all possible we would like to obtain approval of this project in time to accept bids at the April 1-2 Highway Commission meeting as the plans and specifications are complete and the county has acquired all necessary right of way.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Deputy State Highway Engineer

JFH:MM
cc: J. W. Cattrall

March 10, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

For your information we quote the following information relative recommendation of deferal of item 246 in Benton County, and Item 250 in Linn County of Oregon's 23rd supplement Federal-Aid Secondary Highway Program as forwarded from our Division Office:

"In the case of Item 246 in Benton County, the work as presented appears to have several unsatisfactory features, the traffic is only 25 cars per day and, while some mention is made of truck use, no mention of the magnitude of such use or the size trucks are given. The cost appears high from the standpoint of service to be performed, and the proposed width is likewise greater than ordinarily used on a job of this nature. There are several other projects in this program carrying up to or over 1000 cars per day, with a width proposed of about 24 ft. whereas 28 ft. is proposed for this project carrying only 25 cars per day. In particular, the priority of this proposal is very questionable. No explanation is given of the status of improvement on the higher traffic roads now on the system in this county. We questioned the addition of this route at the system stage, but finally recommended it after the State agreed that in future submissions routes would be selected in a descending order of importance. System approval does not necessarily mean that a project on any portion of the system can be immediately recommended.

The District Office recommends deferment for Item 250 since the State is unwilling to provide adequate protective devices in accordance with GAM 63 at the railroad grade crossing."

In case Item 246 is to be moved ahead to the March advertisement period, we will need immediately additional supporting data for justification.

Very truly yours,

C. G. Polk
District Engineer

Salem, Oregon
March 9, 1954

NOTED
Harold C. Ayers

Mr. R. L. Porter
Right of Way Engineer

Attention: Mr. Earl Saling

NOTED
J. W. CATTRALL

NOTED
V. R IONES

NOTED
J. F. HAGEMANN

Attached is a copy of a resolution adopted by Benton County acquiring the right of way required for the Lewisburg Loop County FAS project, FAS 577. This clears the right of way for this project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

Salem, Oregon
March 9, 1954

NOTED
Harold C. Ayers

Mr. R. L. Porter
Right of Way Engineer

NOTED
J. W. CATTRALL

Attention: Mr. Earl Saling

NOTED
V. R JONES

NOTED
J. F. HAGEMANN

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John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

IN THE COUNTY COURT OF THE STATE OF OREGON FOR THE COUNTY OF BENTON

In the Matter of Widening and Straightening County Route No. 35.) R E S O L U T I O N

WHEREAS, The County Court of Benton County, Oregon, deems it expedient that county route 35 be widened, straightened and extended along the hereinafter described route, and that public necessity exists therefore, to-wit: That a portion of the present traveled road is too narrow, and that it is necessary to widen said road in order to do any improving thereon.

NOW, THEREFORE, BE IT RESOLVED by said Court that the said Court does hereby declare its intention to establish a county road 60 feet wide, the center line of which is as follows:

Beginning at Engineer's center line Station 0+00.00 on the south line of the Arnold Fuller D.L.C. 38; said Station being 3659.96 feet west of the Southeast corner thereof; said point also being at the intersection of the center lines of the existing Benton County Roads; thence N-1° 47' 30"-E 4742.49 feet; thence on a spiral curve right (the long chord of which bears N-2° 00' 00"-E 250.00 feet) 250 feet; thence on a 11,459.16 foot radius curve right (the long chord of which bears N-2° 29' 30"-E 30.00 feet) 30 feet; thence on a spiral curve right (the long chord of which bears N-2° 59' 00"-E 250.00 feet) 250 feet; thence N-3° 11' 30"-E 83.86 feet; thence on a spiral curve left (the long chord of which bears N-3° 00' 00"-E 230.00 feet) 230.00 feet; thence on a 11,459.16 foot radius curve left (the long chord of which bears N-2° 36' 15"-E 5.00 feet) 5.00 feet; thence on a spiral curve left (the long chord of which bears N-2° 12' 30"-E 230.00 feet) 230.00 feet; thence N-2° 01' 00"-E 852.06 feet; thence on a spiral curve right (the long chord of which bears N-11° 59' 36"-E 197.57 feet) 200 feet; thence on a 190.99 foot radius curve right (the long chord of which bears N-76° 36' 45"-E 268.19 feet) 297.31 feet; thence on a spiral curve right (the long chord of which bears S-38° 46' 06"-E 197.57 feet) 200.00 feet; thence S-28° 47' 30"-E 791.31 feet; thence on a spiral curve left (the long chord of which bears S- 31° 11' 30"-E 239.83 feet) 240.00 feet; thence on a 954.93 foot radius curve left (the long chord of which bears S-36° 41' -E 23.05 feet) 23.06 feet; thence on a spiral curve left (the long chord of which bears S- 42° 10' 30"-E 239.83 feet) 240.00 feet; thence S- 44° 34' 30"-E 2895.75 feet; thence on a spiral curve right (the long chord of which bears S- 43° 04' 30"-E 149.96 feet) 150.00 feet; thence on a 954.93 foot radius curve right (the long chord of which bears S-38° 54' 45"-E 38.75 feet) 38.75 feet; thence on a spiral curve right (the long chord of which bears S-34° 45' - E 149.96 feet) 150.00 feet; thence S- 33° 15' E- 340 feet, more or less, to the center of the Corvallis-Monmouth Highway (U.S. 99W).

Also beginning at Engineer's Station 120+53.79 the Northeasterly right of way line of the herein described road which describes a fifty foot radius curve to the left to an intersection to the right of way line of said highway.

Bearings Grid North Zone

BE IT FURTHER RESOLVED AND ORDERED that the County Surveyor of said county give notice of this resolution by posting true copies thereof, certified to by the Clerk of this county, as follows: One upon the bulletin board at the County Court House in said County, that being the place of holding County Court, and one at each of three public places in the vicinity of said described road where the

RECEIVED
MAR 9 1954
ENGINEER

same will be plainly visible, and by mailing, postage prepaid, like copies to each record owner of land on or over which said proposed road or portion thereof is to be established, at the last known address of such record owner, and where not known, to the address shown by the latest tax roll in the office of the tax collector of said County, and where not known and not ascertainable, with reasonable dilligence, and not shown by such tax roll, then to the county seat of said County. That said notices shall be posted and mailed as aforesaid at least thirty days prior to the further consideration of said matter by said court.

BE IT FURTHER RESOLVED, that this resolution be further considered and passed upon at the next term of said Court, to-wit: Wednesday, the 7th day of April, 1954, at the hour of 10:00 o'clock A. M. at the County Court House of said county and that an order be then made directing the County Road Viewers to view, survey if necessary, and establish the same and assess damages sustained, if any, and file its report on or before the day specified in such order, that said report of said board of County Road Viewers be publicly read on two different days.

That at any time prior to the expiration of the day on which said report is publicly read for the second time, any person whose lands are directly affected may file a petition for damages and any freeholder residing within the road district, which existed where said road is proposed to be established, may file a remonstrance against the proposed establishment.

That the Court shall have the power for good and sufficient reasons to overrule and deny any objections or remonstrances which may be filed.

Dated at Corvallis, Oregon, this 3rd day of March, A. D. 1954.

Geo. I. McBee
County Judge

Walter Schmidt
Commissioner

Aubrey H. Bond
Commissioner

STATE OF OREGON) ss.
County Of Benton)

I, RALPH P. SCHEDLER, County Clerk of Benton County, State of Oregon, and ex-officio Clerk of the Benton County Court of said County and State, do hereby certify that I have compared the foregoing copy of Resolution in the matter of straightening and widening County Route No. 35 with the original thereof, now filed in my office; that the same is a true and correct transcript therefrom and from the whole of such original, and that I am the legal custodian of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Benton County Court, this the 8th day of March, A.D. 1954

_____ County Clerk

By _____ Deputy

NOTED
V. R. JONES J. W. CATTRALL

Salem, Oregon
March 8, 1954

NOTED
Harold C. Ayers

Mr. V. G. O'Neil
Construction Division

NOTED
J. F. HAGEMANN

The Benton County Court has advised this date that the base material for the Lewisburg Loop County FAS project will be furnished by the county from the Reynolds bar. This bar is located approximately 1.25 miles east of M.P. 3.9 of the Albany-Corvallis State Highway. Samples of the material are being obtained by the division geologist.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: H. G. Smith
J. D. Walker

4W577

BENTON COUNTY COURT

CORVALLIS, OREGON

NOTED
J. W. CATTRALL

JUDGE
GEO. I. McBEE

March 5, 1954

COMMISSIONERS
WALTER SCHMIDT
AUBREY. H. BOND

Oregon State Highway Commission
Salem, Oregon

Attention: Fred Hageman
City & County Rel.

Re: Dickason Rd-Armstrong Lane Project
FAS No. 577

Gentlemen:

Please be advised that the Benton County Court has acquired commitments by which it will be enabled to furnish to the contractor, in place, all the pit run gravel required for the Dickason Road-Armstrong Lane Project, at no royalty cost to the contractor.

Access from the nearest public road will be provided, also without cost to the contractor, over private road and private lands as may be necessary for loading and removing the material.

It will be Benton County's reponsibility to compensate the owner, monthly, for the yardage removed by the contractor.

The gravel bar, known as the Reynold bar, is located in Section 17, Township 11 S., Range 4 W. approximately 5.4 miles from either of the two ends of the project via the route indicated on inclosed map.

In so far as the Benton County Court is aware, this pit run gravel source is the closest and most accessible supply of pit run gravel available for this job.

Very truly yours,

Walter Schmidt

Walter Schmidt
Commissioner

WS:la
Incl.

RECEIVED
MAR 8 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 8 1954
ENGINEER
COUNTY & CITY RELATIONS

APPROVED JULY 20, 1951

GENERAL HIGHWAY MAP BENTON COUNTY OREGON 2

GENERAL HIGHWAY MAP
BENTON COUNTY

KEY TO COUNTIES

R.8W. R.7W. R.6W. R.5W.

T.10S.

T.11S.

T.12S.

POLK COUNTY

KINGS VALLEY

HOSKINS

SUMMIT

BLODGETT

WREN

Russell

Alder

Harris

Devitt

Maryel RIVER

Tumtum

Marys

Sulphur Springs

STATE

McDONALD

Jackson

Fraser

Corvallis Jct

CORVALLIS

Pop. 16,207

Conroy

Flynn

PHILOMATH

Pop. 1,289

Burgess

Marys Peak El. 4097

FOREST

NATIONAL

SIUSLAW

Wells

Summit El. 1382

Alsea Summit El. 1840+

Green Mt. El. 3016

Flat Mt. El. 3060+

Buck Peak El. 2150+

Green Peak El. 2697

ALSEA

Forest Peak El. 2300+

Smith Hill El. 750+

Fern

Greenberry

Dry Creek

AIRPORT

Whitaker Lake

Wildie Lake

Bellfountain

Truax

Kappeler

Valley Trib

Big Luckiamute

Silletz

Luckiamute River

Falls Creek

Spring Cr.

Marys River

Summer Cr.

Plunkett

Woods Creek

Price

Rock Creek

Burnett Cr.

Mercer Cr.

Dewy

Hoyt

Hoi Cr.

Pacific

Gopher Cr.

Tumtum

Lobar Cr.

Alder Cr.

Harris Co.

Marys River

Blakeley

Shunt

Dixon Cr.

Mulkey Cr.

Soap Cr.

Shotpouch

Shilson Br.

Gray Cr.

Callahan Cr.

Starr

Brown Cr.

Bull Run Cr.

Mary's River

Cedar Cr.

Wilde Cr.

Griffith

South Fork

Rock Creek

Gravel Creek

Alsea River

Crooked

Seeley

Richard

Drift Creek

Mulkey Cr.

Bellfountain

Truax

Pacific

Oregon State

Sulphur Springs

Jackson

Fraser

Dixon Cr.

Corvallis Jct

Conroy

Flynn

Burgess

Dry Creek

Whitaker Lake

Greenberry

Wildie Lake

Fern

Bellfountain

Truax

10.6

4.2

6.3

12.2

S.P. Co.

Harris Co.

99

20

34

223

9

1 KINGS VALLEY
2 HOSKINS
3 SUMMIT
4 BLODGETT
8 WREN
9 ALSEA

ER OBSERVATION STATION
CAPITOL
Y SEAT
R LOCALITY

UNIT
ING—OTHER THAN FARM
F DWELLINGS
UILDING, T-TOWNHALL S-GRANGE

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ATERIAL STOCK PILE SITE
OR CINDER PIT

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R CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE
RG-RIFLE AP-ATHLETIC GC-GOLF
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ROUNDS OR RACE TRACK
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ANGULATION STATION

T.11S.
T.12S.

R.7W. R.6W. R.5W.

L A N E C O U N T Y

ROADSIDE CULTURE DATA AS OF 1948 PARTIA

123° 40' 123° 30' 123° 20'

IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE ROAD
FEDERAL AID HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE
BRIDGE, COVERED
FERRY, F.E.-FREE T.F.-TOLL
DAM
DAM, ROAD ON TOP
DAM WITH LOCKS, ROAD ON TOP
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER, B-NAVIGABLE
DOCK, PIER, OR LANDING
LAKE, POND, OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIR ROUTE
AIRFIELD, COMMERCIAL OR PUBLIC
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON

STATE CAPITAL
COUNTY SEAT
CITY OR LOCALITY

FARM UNIT
DWELLING - OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL S-ORANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK
PETROLEUM PRODUCT STORAGE
GAS STORAGE
DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT
QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE RG-RIFLE AP-ATHLETIC GG-GOLF YG-YACHT EG-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION

T.11S.
T.12S.
T.13S.
T.14S.
T.15S.
R.8W.
R.7W.
R6
LINN COUNTY
LANE COUNTY
BLODGETT
WREN
Alder
Russell
Harris
MARYS
Marys Peak El. 4097
FOREST
NATIONAL
SIUSLAW
Wells
Alsea Summit El. 1900+
SUMMIT El. 1883
ALSEA
Digger Mt. El. 1200+
Gross Mt. El. 3812
Flat Mt. El. 5040+
Buck Peak El. 2150+
Green Peak El. 2697
Dawson
Prairie Peak EL 3037
Oliver
Gleason
Ernest Creek
Crooked River
Alsea River
South Fork Alsea
North Fork Alsea
Missouri Bend
Summit Creek
Lobster Creek
Little Lobster Creek
Coal Creek
Meadow Creek
Wilson Br.
Rock Creek
Fall Creek
Honey Creek
Gallagher Creek
Mary's River
Wood Creek
Blair Creek
Gray Creek
Cedar Creek
West Wood Cr.
Hide Cr.
Griffith Cr.
Gravel Creek
Yew Creek
Cobra Cr.
Boyer Cr.
Ernest Creek
Seeley Cr.
Beaty Cr.
Schoolhouse Br.
Hayes Cr.
Roberts Br.
Calkins Cr.
Honey Creek
Buck Peak
Green Peak
Dawson
Birch Cr.
Bummer Cr.
Record Cr.
Wilson Br.
Tidal Creek
Blackwell Cr.
Foll Creek
Meadow Creek
Coal Cr.
Prairie Peak EL 3037
Wilson Creek
Hammer Cr.
Beaver Creek
Elk Cr.
Tidal Creek
Lobster Creek
Little Lobster Creek
Wilson Creek
Prospect Creek
Beaver Cr.
Skunk Cr.
Digger Creek

LEGEND

- PUBLIC USAGE — PRIVATE ROAD
- IMPASSABLE ROAD
- PRIMITIVE ROAD
- UNIMPROVED ROAD
- GRADED AND DRAINED ROAD
- SOIL SURFACED ROAD
- GRAVEL NOT GRADED OR DRAINED ROAD
- GRAVEL GRADED AND DRAINED ROAD
- PAVED ROAD, LOW TYPE
- PAVED ROAD, HIGH TYPE
- MULTIPLE LANE ROAD
- FEDERAL AID HIGHWAY
- FEDERAL AID SECONDARY HIGHWAY
- ORE ROUTE — US ROUTE
- DISTANCE BETWEEN POINTS
- MINOR STRUCTURE
- BRIDGE
- BRIDGE, COVERED
- FERRY, F.F.—FREE T.F.—TOLL
- DAM
- DAM, ROAD ON TOP
- DAM WITH LOCKS, ROAD ON TOP
- TUNNEL
- CATTLE UNDERPASS
- GATE
- INTERMITTENT STREAM
- STREAM
- RIVER, N—NAVIGABLE
- DOCK, PIER, OR LANDING
- LAKE, POND, OR RESERVOIR
- DRAINAGE DITCH
- IRRIGATION DITCH
- PROMINENT MOUNTAIN, BUTTE, OR PEAK
- RAILROAD
- RAILROAD STATION
- RAILROAD GRADE CROSSING
- RAILROAD ABOVE ROAD
- RAILROAD BELOW ROAD
- AIR ROUTE
- AIRFIELD, COMMERCIAL OR PUBLIC
- LANDING AREA OR AIRSTRIP
- AIRFIELD, MILITARY
- SEAPLANE BASE, CIVIL
- AIRWAYS LIGHT BEACON

- WEATHER OBSERVATION STATION
- STATE CAPITOL
- COUNTY SEAT
- CITY OR LOCALITY
- FARM UNIT
- DWELLING — OTHER THAN FARM
- GROUP OF DWELLINGS
- PUBLIC BUILDING, T-TOWNHALL G-GRANGE
- SCHOOL
- CHURCH
- CEMETERY
- FIRST AID STATION
- HOSPITAL
- RADIO STATION, WITH CALL LETTERS
- POST OFFICE OR (†) ATOP ANY BUILDING
- BUSINESS ESTABLISHMENT
- FACTORY OR INDUSTRIAL PLANT
- SAWMILL
- GRAIN ELEVATOR
- WAREHOUSE
- STOCK LOADING PEN
- POWER PLANT
- POWER SUBSTATION
- TRANSMISSION LINE
- WATER TANK
- PETROLEUM PRODUCT STORAGE
- GAS STORAGE
- DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
- ROAD MATERIAL STOCK PILE SITE
- GRAVEL OR CINDER PIT
- QUARRY
- MINE
- CAMP AREA OR LODGE
- PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
- FAIRGROUNDS OR RACE TRACK
- MILITARY INSTALLATION
- FOREST RANGER STATION
- OBSERVATION OR LOOKOUT TOWER
- FISH HATCHERY
- BENCH MARK
- TRIANGULATION STATION

T.10S.

T.11S.

T.12S

T.13S.

R 10 W

R 9 W

R 8 W

R 7 W

R 6 W

R 5 W

R 4 W

R 3 W

R 2 W

R 1 W

R 1 E

R 2 E

R 3 E

R 4 E

R 5 E

R 6 E

R 7 E

R 8 E

R 9 E

R 10 E

R 11 E

R 12 E

R 13 E

R

J. W. CATTRALL

March 1, 1954

NOTED
Harold C. Allen

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are 4 copies of a center-line description of the Lewisburg Loop FAS project for use in your right-of-way resolution proceedings. Also enclosed are 6 copies of the Standard Stop Sign design as requested by Mr. Bond.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:sh
Encls. - 10

CENTER LINE DESCRIPTION

Lewisburg Loop Section
Armstrong Lane & Dickinson Road

Benton County

Beginning at Engineer's center line Station 0+00, said Station being at the intersection of the south line of the Arnold Fuller D.L.C. #38, T11S, R5W, W.M., with the center line of the existing Lewisburg Loop Road; thence N 1° 47' 30" E 4742.49 feet; thence on a spiral curve right (the long chord of which bears N 2° 00' E) 250 feet; thence on an 11,459.16 foot radius curve right (the long chord of which bears N 2° 29' 30" E) 30 feet; thence on a spiral curve right (the long chord of which bears N 2° 59' E) 250 feet; thence N 3° 11' 30" E 83.86 feet; thence on a spiral curve left (the long chord of which bears N 3° 00' E) 230 feet; thence on a 11,459.16 foot radius curve left (the long chord of which bears N 2° 36' 15" E) 5 feet; thence on a spiral curve left (the long chord of which bears N 2° 12' 30" E) 230 feet; thence N 2° 01' E 852.04 feet; thence on a spiral curve right (The long chord of which bears N 11° 59' 30" E) 200 feet; thence on a 190.99 foot radius curve right (the long chord of which bears N 76° 36' 45" E) 297.31 feet; thence on a spiral curve right (the long chord of which bears S 38° 46' 06" E) 200 feet; thence S 28° 47' 30" E 791.31 feet; thence on a spiral curve left (the long chord of which bears S 31° 11' 30" E) 240 feet; thence on a 954.93 foot radius curve left (the long chord of which bears S 36° 41' E) 23.06 feet; thence on a spiral curve left (the long chord of which bears S 42° 10' 30" E) 240 feet; thence S 44° 34' 30" E 2895.75 feet; thence on a spiral curve right (the long chord of which bears S 43° 04' 30" E) 150 feet; thence on a 954.93 foot radius curve right (the long chord of which bears S 38° 54' 45" E) 38.75 feet; thence on a spiral curve right (the long chord of which bears S 34° 45' E) 150 feet; thence S 33° 15' E 340 feet more or less to the center line of the existing Pacific Highway West.

Form E-151—10M—1-51

OREGON STATE HIGHWAY COMMISSION

7t-2c-11

Center Line Description of Property

Purchase ( ) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale ( ) .....

USE: R/W ( ) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) .....

Description prepared by RR, 2-26, 1954; Checked by ....., 19...

Owner .....

Dickinson Rd. — Armstrong Lane Section, Lewisburg Loop Rd. ~~Highway.~~

A parcel of land lying in the [illegible] D.L.C. #38 and the Price Fuller D.L.C. #27 ~~of Section~~, Twp. 11S, R. 5W, W. M., Benton County, Oregon, ~~and being a portion of that property conveyed by that deed to ..... , recorded in Book ..... , Page ..... , of ..... County Records of Deeds~~. The said parcel being ~~that portion of said property included in~~ a strip of land 60 feet in width, 30 feet on each side of the center line of the Lewisburg Loop ~~highway~~ Rd as said ~~highway~~ Rd. has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 0+00, said Station being at the intersection ~~feet~~ of the South line of the Arnold Fuller D.L.C. #38, T11S, R5W, W.M. with ~~and ..... feet ..... of the~~ the ℄ of the existing Lewisburg Loop Rd. ~~of said Section~~; thence N 1° 47' 30" E 4742.49 feet; thence on a spiral curve right (℄ N 2° 00' E) 250 feet; thence on an 11,459.16 foot radius curve right (℄ N 2° 29' 30" E) 30 feet; thence on a spiral curve right (℄ N 2° 59' E) 250 feet; thence N 3° 11' 30" E 83.86 feet; thence on a spiral curve left (℄ N 3° 00' E) 230 feet; thence on a 11,459.16 foot radius curve left (℄ N 2° 36' 15" E) 5 feet; thence on a spiral curve left (℄ N 2° 12' 30" E) 230 feet; thence N 2° 01' E 852.04 feet; thence on a spiral curve right (℄ N 11° 59' 36" E) 200 feet; thence on a 190.99 foot radius curve right (℄ N 76° 36' 45" E) 297.31 feet; (over)

(For further description turn bottom of sheet up and continue on back. Double space all notes.)

The widths in feet of the strip of land above referred to are as follows:

Station to Station ..... Width on ..... side of Cen. line/Width on ..... side of Cen. line.

R/W File # 22025 from R/W Dept 4-30-54 (D.M.)

[illegible] North Zone

T 11 S R 5 W. T 11 S

Owner .....

Dickinson Rd. — Armstrong Line Section, Lewisburg Loop Rd. ~~Highway.~~

A parcel of land lying in the [illegible] Arnold Fulton D.L.C. #37 ~~of Section~~ ....., Twp. [illegible], R. [illegible], W. M., [illegible] County, Oregon, ~~and being a portion of that property conveyed by that deed to ....., recorded in Book ....., Page ....., of ..... County Records of Deeds~~. The said parcel being ~~that portion of said property included in~~ a strip of land 60 feet in width, 30 feet on each side of the center line of the Lewisburg Loop Rd ~~highway~~ as said ~~highway~~ Rd. has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 0+00, said Station being at the intersection ~~feet~~ of the South line of the Arnold Fulton D.L.C. #38, T11S, R5W, W.M. with ~~and ..... feet ..... of the~~ the ℄ of the existing Lewisburg Loop Rd. ~~of said Section~~; thence N 1° 47' 30" E 4742.49 feet; thence on a spiral curve right (℄ N 2° 00' E) 250 feet; thence on an 11,459.16 foot radius curve right (℄ N 2° 29' 30" E) 30 feet; thence on a spiral curve right (℄ N 2° 59' E) 250 feet; thence N 3° 11' 30" E 83.86 feet; thence on a spiral curve left (℄ N 3° 00' E) 230 feet; thence on a 11,459.16 foot radius curve left (℄ N 2° 36' 15" E) 5 feet; thence on a spiral curve left (℄ N 2° 12' 30" E) 230 feet; thence N 2° 01' E 852.04 feet; thence on a spiral curve right (℄ N 11° 59' 36" E) 200 feet; thence on a 190.99 foot radius curve right (℄ N 76° 36' 45" E) 297.31 feet; (over)

(For further description turn bottom of sheet up and continue on back. Double space all notes.)

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Width on ..... side of Cen. line	Width on ..... side of Cen. line.

R/W File # 22025 from R/W Dept 4-30-54 (DLG)

[illegible] North Zone

T 11 S. R 5 W. T11S

The parcel of land to which this description applies contains ..... acres, of which ..... acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and ..... acres lie outside of the existing right of way.

State Printing Dept.—45542

thence on a spiral curve right (@ S 38° 46' 06" E) 200 feet, thence S 28° 47' 30" E 791.31 feet; thence on a spiral curve left (@ S 31° 11' 30" E) 240 feet; thence on a 954.93 foot radius curve left (@ S 36° 41' E) 23.06 feet; thence on a spiral curve left (@ S 42° 10' 30" E) 240 feet; thence S 44° 34' 30" E 2845.75 feet; thence on a spiral curve right (@ S 43° 04' 30" E) 150 feet; thence on a 954.93 foot radius curve right (@ S 38° 54' 45" E) 38.75 feet; thence on a spiral curve right (@ S 34° 45' E) 150 feet; thence S 33° 15' E 340 feet more or less to the E of the existing Pacific Hwy. West.

NOTED
V. R. JONES

Salem Oregon
February 26, 1954

NOTED
J. W. CATTRALL

H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

At a meeting with the Benton County Court on this date, the following matters were agreed to in connection with the Lewisburg Loop County FAS project:

1. The County approved the plans including the modified 'Y' connection with the Pacific Highway West; however, the County did not feel that the cost of constructing the deceleration lane on the Pacific Highway West should be included as part of the FAS project.

2. The County will acquire all necessary right-of-way by resolution based on a center line description as shown on our right-of-way map. To insure accuracy of these proceedings, we should furnish the County with a written center-line description as soon as possible.

3. The County will make the pit run material for the bottom course base available to our contractor at no cost to the contractor. The source of this material will be from either the Tremaine Bar or one immediately adjacent to this bar, depending on which owner will give the best price to the County. The court will advise us by the last of next week which bar will be available.

4. The entire cost of the project is to come from available FAS funds with any funds remaining after bids have been taken to apply towards [illegible]ing the Muddy Creek - Twin Bridges section of FAS 2.6. A total of $73,[illegible]00 of FAS funds are available to Benton County. The estimated cost of the Lewisburg Loop project is $65,4[illegible]

5. The County has requested that bids be received on this project at the April 1-2 Commission meeting.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Asst. Engineer, County and City Relations

JFH:sh
cc: Mr. Virgil O'Neil, Mr. Frank Ball
Mr. J. D. Walker, Mr. J. W. Nash

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Lewisburg Loop
County: Benton
Prefix:
Length of Project:

Highway: County FAS 577
Res. Eng'r.:
Stations 0+00 to 122+00

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
0+00 to 122+00	13½	3½	17			12	1	*	13	Medium

* Total base and wearing surface required is 17". Present plan requires base rock only.

Future requirement for improvement will require an additional 4" of base and wearing surface.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

2/24/54

Submitted by Ass't. Construction Engineer

Recommended by Construction Engineer

Recommended by Engineer of Materials

Approved by Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: Lewisburg Loop — **Highway:** County FAS 577
County: Benton — **Prefix:** — **Res. Eng'r.:**
Length of Project: — **Stations:** 0+00 to 122+00

Location	Soil Characteristics									Computed Thickness			
Station	Rt.	C L	Lt.	Depth	% Pass 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
4+50				0-3'	91	66	44	28	45	12½	3	15½	Medium
21+75				0-2½'	90	36	12	20	37	13½	3½	17	"
"				2½-5'	87	42	11	24	45	13	3½	16½	"
67				0-1½'	93	45	16	23	39	13	3	16	"
"				1½-4'	93	50	7	32	47	11½	3	14½	"
89				0-2'	87	42	14	21	41	13½	3½	17	"
"				2-4'	96	65	30	16	59	14½	3½	18	"
109				0-2½	90	41	17	19	43	14	3½	17½	"

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

February 18, 1954

Mr. Walter Schmidt
Benton County Commissioner
Court House
Corvallis, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HANSON

Dear Mr. Schmidt:

As per your letter of February 17th we are forwarding under separate cover four prints of the right of way map for the Lewisburg Loop Section of FAS 577. This map shows the center line bearings with right of way lines 30' on each side. If a written description is required, Mr. Hanson should be able to prepare same from this map.

At the junction with the West Side Pacific Highway we are not sure of the boundaries of the right of way which we understand you have already obtained; however, if those shown on the map are incorrect and you do not wish to acquire more, we will fit the road to the existing right of way. We would appreciate your forwarding a sketch map showing the available right of way at this point.

Please forward a copy of the resolution after it has been adopted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

February 17, 1954

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

NOTED
V R CONF

Oregon State Highway Department
R. H. Baldock, Engineer
Salem, Oregon

Attention: John W. Cattrall, Engineer
County and City Relations

Gentlemen:

Benton County is desirous of completing the detail and paper work on the Armstrong Lane and Dickenson road section before the rush of spring work overtakes us.

It is the intention of the Court to acquire the additional right of way for these roads by way of resolution, but before we can commence proceedings, we will need descriptions of the road right of way.

Mr. Moehring informed us about three weeks or so ago that the survey for the right of way was completed.

Generally, on a road resolution, we have our surveyor run the center line of the proposed improvement.

Since the State has the necessary data on this project, it would seem a waste of county funds for us to duplicate the work. The Court would appreciate it greatly if we could hear from you on this matter.

BENTON COUNTY COURT

By Walter Schmidt
Walter Schmidt
Commissioner

WS:la

RECEIVED
FEB 17 1954
ENGINEER
COUNTY AND CITY RELATIONS

NOTED

NOTED
J. W. CATTRALL

Salem, Oregon
February 1, 1954

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The Armstrong Lane-Dickenson Road Section of FAS 577, a county road in Benton County, has been examined and found to be consistent with the project as proposed by Benton County and approved by the Highway Commission.

It would be appreciated if you will furnish this office with the estimated total cost after it has been reviewed by Mr. Clymer's office. Any changes in the base thickness which might be made by the Soils Division should be taken in consideration in the reviewed estimate.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. Virgil O'Neil

December 10, 1953

NOTED
J. W. CATTRALL

Mr. Walter Schmidt
Benton County Commissioner
Court House
Corvallis, Oregon

NOTED

NOTED
J. F. HAGEMANN

Dear Sir:

Your letter of December 3rd re the proposed FAS project on Armstrong Lane and Dickenson Road was taken up with Mr. J. D. Walker, Division Engineer, under whose supervision the preliminary engineering is being performed.

Mr. Walker is of the opinion, and we concur, that it would be desirable to continue the tangent of Armstrong Lane to a junction with the Pacific Highway West; however, in view of the right of way problems set forth in your letter the project will be located within the existing right of way as you have requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MH
cc: Mr. J. D. Walker

NOTED
J. W. CATTRALL

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

December 3, 1953

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

NOTED
J. F. HAGEMANN

Oregon State Highway Commission
R. H. Baldock, Engineer
Salem, Oregon

Attention: John W. Cattrall

Gentlemen:

Since the Oregon State Highway engineers are now doing the preliminary engineering on FAS 577 Armstrong Lane and Dickinson Road section, we have heard that there may be a change in the alignment of the Armstrong Lane section, different than the preliminary survey our County Surveyor made.

The property owners, after several attempts to establish this road as a county road, finally worked under Oregon Highway Laws 100=1203 which provides in Section 3 by grant of owners of necessary rights of way. All deeds necessary for this road were recorded in April, with the exception of one which was cleared in November. Now- here is our problem. We know it to be a fact that there was a near civil war to get certain parties to agree to the location of this road, and we feel that should the alignment of the road again be relocated, this project would again be held up. The County Court would be opposed to any change in Mr. Hanson's survey.

Respectfully,

BENTON COUNTY COURT

By Walter Schmidt
Walter Schmidt
Commissioner

WS:la

RECEIVED
DEC 4 1953
ENGINEER
COUNTY RELATIONS

December 7, 1953

NOTED
J. W. CATTRALL

Benton County Court
Court House'
Corvallis, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

On November 23, 1953, the Bureau of Public Roads approved the addition of Armstrong Lane and Dickenson Road to the Federal Aid Secondary System, and FAS Route No. 577 was assigned. Please revise your maps showing the FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

FORM E-30 25M 9-51 92315

NOTED
Harold C. Ayers

112-13

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1953

SUBJECT:

To: Mr. David H. Moehring, Resident Engineer,
Oregon State Highway Department,
Box 110,
Corvallis, Oregon.

RECEIVED
1953
ENGINEER

NOTED
J. F. HAGEMANN

Dear Sir:

Herewith map of Benton County showing proposed FAS construction project for 1954, Armstrong Lane and Dickinson Road Section.

Please submit a survey order, prepare plans and submit estimate.

The roadbed and design should be identical with the Muddy Creek Section, which you built this year, the finished roadbed width to be 26 feet.

I will go over this project with you in the field and would like to have the County Court accompany us.

Funds set up for the project are $60,000.00.

Yours very truly,

J. D. Walker,
Division Engineer.

JDW:AM
cc Mr. H. G. Smith
Mr. J. W. Cattrall

71.577
Pave Tar Co

October 6, 1953

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On September 24th the Highway Commission approved the Federal Aid Secondary project as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Benton County, this will be approximately $12,000 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

In addition to the above project, oiling of the Twin Bridges-Muddy Creek Section will be performed next summer.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

41.577

PROPOSED PROJECT
BENTON COUNTY
AVAILABLE FUNDS - $60,000

FAS 577 - Armstrong Lane and Dickinson Road Section, 2.3 Miles.
This section extends from the Pacific Highway West approximately 1 mile north of Lewisburg northwesterly for approximately 1 mile on Armstrong Lane and then southerly for approximately 1.3 miles on Dickinson Road to a county road junction approximately 0.6 mile west of Lewisburg.

The project as proposed is to grade and place pit run base material with a crushed gravel wearing surface 26' wide beginning at the Pacific Highway West and extending as far as available funds will permit (estimated to be 2 miles); however, the survey should cover the entire section as there is a possibility the county will furnish any additional funds required if said additional funds are not too high.

Mr. Hanson, County Surveyor, has run a preliminary survey on the 1 mile section of Armstrong Lane and he should be contacted prior to running our survey.

One available source of pit run gravel is a Willamette River Bar now being used by the county on a royalty basis to which there are existing haul roads. The average haul from this source is 7 miles.

9/1/53

S-157(1) St. Helens-McNulty Cr. Sec. 1954
of the Old Portland Co. Rd.
#4184

RECEIVED
JAN 11 1957
FOR FILING

NOTE
W. C. WILLIAMS

January 3, 1957

Final Cost Analysis

St. Helens-McNulty Cr.
Contract #4184
S-157(2)
4184

Old Portland & Gable Roads
Prefix #505-1027-201(41)

Grading, Surfacing, Paving,
Parker-Calkins, Contractor
Roy Ingle, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	Lump	$ 1,150.00	$ 127.64	$ 127.64	$ 1,150.00
Struct. Excavation Class A	37.0	Cu.Yd.	1.50	1.22	379.19	346.20
Roadway Excavation	5,715.0	" "	1.00	1.49	7,215.61	9,192.22
*Imported Material	1,[illegible]	Cu.Yds.	.16	.11	[illegible]	311.84
Finishing Roadway	1.1	Mile	500.00	427.52	741.03	760.00
12" Corr. Metal Pipe	1[illegible]	Lin.Ft.	9.00	7.79	1,[illegible]	1,188.00
18" Corr. Metal Pipe	193	" "	3.20	3.91	506.73	556.60
24" Corr. Metal Pipe	30	" "	11.20	7.69	159.88	277.60
Class "A" Concrete	165.65	Cu.Yd.	50.00	48.91	5,139.00	5,907.85
Metal Reinforcement	17,193	Lb.	.125	.12	2,061.96	2,147.38
Corr. Metal Inlet	2	Each	8.25	7.94	15.52	18.00
2½"-0 Stat'l in Base	1,197	Cu.Yd.	1.50	1.26	1,506.42	1,734.90
3/4"-0 Stat'l in Base	2,464	" "	2.10	1.79	4,399.76	5,198.40
Sprinkle	16.5	M.Gal.	3.00	2.79	46.41	59.00
3/4"-0 Stat'l in Binder course	248	Cu.Yd.	3.00	3.34	828.32	744.00
S.C.3 Asph. in Binder course	26.89	Ton	40.00	42.55	1,144.63	1,051.60
Class "B" Asph. Concrete	1,251.55	"	6.55	5.42	14,581.10	19,297.65
A.A.1 Special Borrow	1,061	Cu.Yd.	.03	.01	150.31	594.33
*A.A.1 Imported Material on Special Borrow	12,442.5	Mile	.16	.12	1,493.10	1,990.00
P.A.2 S.C.2 Asphalt	16.72	Ton	51.00	47.55	797.49	901.72
P.A.2 ½"-#10 Cr. rock or gravel	12"	Cu.Yd	4.50	4.45	569.50	603.00
P.A.3 Cement Proj.	7.37	Mile	3.01			20.08
P.A.4 R.B.1 Asph. in Mixed Mat'l	1.93	Ton	160.74	66.64	221.40	313.61

Contract #4194

Item	Total Cost	Gross Revenue
Lump sum deduction as per contract		-276.25
	$ 52,926.06	$ 59,324.74

Gross Revenue	$ 59,324.74
Total Cost	52,926.06
Net Profit	6,398.68

Net Profit equals 10.7% Gross Revenue

Work done by:

°Snook Bros.	General work	7,199.96
*Fred. Ivins	Haul	1,726.98
		8,926.94

DETAIL OF COST on Contract #4134

Labor:

Labor	$ 7,[illegible].83	
Labor Insurance	[illegible]4.31	
		$8,[illegible]3.14

Equipment Rentals Miscellaneous Supplies:

Equipment Rental (Owned)	9,[illegible]9.63	
Equipment Rental (Rented)	1,7[illegible]4.[illegible]8	
F.L. & F.D.	[illegible]1.52	
Bond	1,[illegible]8.35	
Gas, Oil, Grease	1,3[illegible].23	
Move in & Freight	250.00	
Home office Overhead	1,0[illegible]8.52	
Misc. Supplies & Small tools	[illegible]24.07	
		$14,763.10

Materials:	Quantity	Unit	Unit Cost	Total Cost
12" Corr. Metal Pipe	396	Lin.Ft.	1.80	714.40
18" " " "	133	" "	2.65	352.45
36" " " "	32	" "	5.71	182.72
Corr. Metal sidewalk gate	2	Each	[illegible]	[illegible].42
2"-0 Metal in base	1,197	Sq.Yd.	.[illegible]4	3,[illegible]5.40
3/4"-0 " " " & shoulders	2,004	" "	1.[illegible]4	2,484.96
3/4"-0 Metal in binder course	[illegible]42	" "	1.[illegible]4	307.52
B.C.2 Metal in binder course	[illegible]6.49	ton	25.63	[illegible]3.91
Class "B" Asph. Conc. (Commercial)	3,051.[illegible]	"	3.74	11,[illegible]2.90
R.S.2 Asphalt	15.72	"	27.24	428.21
4"-#10 Cr.Rock or Gravel	[illegible]34	Cu.Yd.	1.75	234.50
1.2.1 Asph. in Seg tack coat	2.93	ton	[illegible].66	[illegible].11
				$20,[illegible]02.88

Remarks:

This project i[illegible] "Widening Improvement" c[illegible] for a[illegible] of 1.57 miles of ro[illegible]d, [illegible] 1[illegible]5,1[illegible]. [illegible] of excavation, i[illegible]volving approximately 5,550 cu. yds. of rock or gravel [illegible] and approximately 2,250 tons of asphaltic Concrete pavement.

The southerly end of the project is at station 0[illegible]4, this station is approximately 500 feet east of the crossing of the Old outlet Road with Liberty Creek. The northerly end of the project is at station 5[illegible]CC, which station is at the westerly city limits of the city of St. [illegible]lens. The project i[illegible] also understood to include the Goble Road connection fro[illegible] station 0+15 to station 20+00. The overall length of the project, is 1.58 miles.

Contract was bid April 1, 1[illegible]5, awarded [illegible]ril, 1[illegible]5, started working July 20, 1954, completed Se[illegible]t. 21, 1[illegible]5, [illegible] accepted July[illegible], 1[illegible]5 and was finalized [illegible]. 7, 1[illegible]5.

Clearing was very minor [illegible] was mostly by [illegible] utilizing very little equipment. The culvert [illegible] sub-contracted to Cheek Bros. but due to the delay in awarding Floo[illegible] stage covered the re[illegible] and the culvert [illegible] was placed on fill not [illegible] installation until August, [illegible] and it impossible [illegible] the [illegible] until fall.

Grading [illegible] up in the vicinity of [illegible] exhibit completion [illegible] was Oct. 15, 1954. [illegible] was in [illegible] 55.

Equipment used on project: [illegible] 2-8 with [illegible] on, 1 2-8 with [illegible]er, 2 TW-10 with scra[illegible]er, ri[illegible]er, ac[illegible]er, [illegible], [illegible] roller, [illegible] power brush, distributor, [illegible] trucks, bar[illegible]-fir[illegible] [illegible]vi[illegible] [illegible] hand tools.

This project [illegible] in conjunction with Tiger Creek-St. [illegible]s Cont. #[illegible]5. [illegible] and equipment were fre[illegible]ently t[illegible] [illegible] from one job to other to fit their convience. Clear[illegible] " [illegible] [illegible] co[illegible] [illegible] [illegible] fro[illegible] [illegible] project.

[illegible] supervision [illegible] visit[illegible] [illegible] to [illegible] to record profit.

[illegible]. [illegible]. Jove
[illegible] Cont[illegible]ralvst

[illegible]. [illegible]. turris

Form A-180—10M—9-56

NOTED
[illegible]

NOTED
J. F. HAGEMANN

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
DEC 18 1956
[illegible]

Invoice No. 48845

Date December 17, 1956

Your Req. No.

Billing Request No. cc-275

Credit distribution: 505-1027-297

Columbia County
St. Helens, Oregon

Attn: County Court

[illegible] Willamette St. Helens-Scappoose Portion, FAS 57B, covered by agreement dated March 26,1954

[illegible] balance to credit	12,200.00	
Less: Amt. [illegible] transferred	[illegible]	
Total balance to credit		3,200.00
County share of total costs as per attached	13,[illegible].82	
Less: Amt. previously transferred	[illegible].00	
Balance		1,[illegible].82
Amount due		$1,705.82

ACKNOWLEDGMENT OF BILLING REC[illegible]

By [illegible]

State Printing 88944

State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

Form A-150—10M—9-56

NOTED

NOTED
J. F. HAGEMANN

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
DEC 18 1956

Invoice No. 48845

Date December 17, 1956

Your Req. No.

Billing Request No. cc-275

Credit distribution: 505-1027-297

Columbia County
St. Helens, Oregon

Attn: County Court

final billing St. Helens-Scappoose , 7W 57k, covered by agreement dated March 26,1954

Original advance deposit	12,200.00	
Less: Amt. previously transferred	9,000.00	
Bal. advance deposit		3,200.00
County share of total costs of construction	13,[illegible].82	
Less: Amt. previously transferred	2,000.00	
Balance		1,[illegible].82
Amount due		$1,775.82

ACKNOWLEDGMENT OF FILING REQ

By

State Printing 88944

State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

December 17, 1956

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the St. Helens - McNulty Creek and St. Helens Paper Company - Mildred's Corner Sections of FAS 574 and it has been determined that the agreed county share of the costs for the respective sections is $13,905.82 and $19,276.22 as per the attached cost statements. As the county initially deposited $12,200. for the St. Helens - McNulty Creek Section and $18,600. for the St. Helens Paper Company - Mildred's Corner Section, a balance of $676.22 and $1,705.82 for a total of $2,382.04 is due the State.

A billing form from our accounting division for the amount due will be forwarded within the next few days. Please make payment upon receipt of this billing form. If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS
Completed 9/21/55

County Columbia Contract No. 4184 Date 12/14/56

FAS 574 Section St. Helens-McNulty Creek

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Clearing & grubbing	All	$1,150.00	100%	$ 1,150.00
2.	Structural excavation, unclass.	c.y.	4.50	99.29	446.81
3.	General " "	c.y.	1.60	5,745.2	9,192.32
4.	Truck haul	yd. mile	0.16	1,949	311.84
5.	Finish roadbed & slopes	mile	500.00	1.52	760.00
6.	12" corrugated metal pipe	lff.	3.00	376	1,128.00
7.	18" " " "	l.f.	4.20	133	558.60
8.	36" " " "	l.f.	11.80	32	377.60
9.	Class A concrete	c.y.	57.00	105.05	5,987.85
10.	Metal reinforcement	lb.	0.125	17,183	2,147.88
11.	Corrugated metal sight posts	each	2.25	8	18.00
12.	2 1/2"-0 material in base	c.y.	1.70	4,197	7,134.90
13.	3/4"-0 " " "	c.y.	2.10	2,004	4,208.40
14.	Sprinkling	M/gal.	2.00	29.5	59.00
15.	3/4"-0 mat'l in binder course	c.y.	3.00	248	744.00
16.	RC-3 asphalt in " "	ton	40.00	26.29	1,051.60
17.	Class B asphaltic concrete	ton	6.55	3,051.55	19,987.65
PA#1	Special borrow excavation	c.y.	0.33	1,801	594.33
	Truck haul on special borrow	yd. mile	0.16	12,442.5	1,990.80
PA#2	RS-2 asphalt in seal	ton	51.00	15.72	801.72
	1/4"-#40 crushed rock or gravel in seal	c.y.	4.50	134	603.00
PA#3	Cement adjustment	bbl.	3.81	7.37	28.08
PA#4	RS-1 asphalt in fog tack coat	ton	108.74	2.93	318.61
	Lump sum deduction as per contract				- 276.25

Subtotal	$59,324.74
Furnish & install R.R. crossing signs	267.24
Construction Engineering	4,780.65
TOTAL CONSTRUCTION COSTS	$64,372.63
FEDERAL FUNDS COLLECTED FOR PROJECT	36,561.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total costs and federal funds)
($64,372.63 - $36,561.00) X 1/2 = $13,905.82

County Share Total Cost	$13,905.82
Advance Deposit	12,200.00
BALANCE DUE STATE FROM COUNTY	$ 1,705.82

NOTED
V. R. JONES

NOTED
Harold C. Averf

November 2, 1955

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

This is to advise that work on Contract No. 4184, St. Helens-McNulty Creek section of the Old Portland and Gable Roads, FAS 574 in Columbia County was completed September 21, 1955.

Under the terms of the maintenance agreement signed by the County on March 26, 1954, and by the Highway Commission on April 2, 1954, the County now assumes maintenance of and continues jurisdiction over the above project as of the date of completion, September 21, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:mm

NOTED
J. F. HAGEMANN

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 26, 1956

F 7-3

I-57(1)
4184

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4184	11-Final	Parker-Schram Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20666	H-161780	$ 1,511.78	9/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1954

Time Extensions: to Sept. 21, 1955

Completion Date: Sept. 21, 1955

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-26-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 27 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 21 1956
FOR FILING

S-1571(1)

4184

September 20, 1956

Parker-Schram Company
Builders Exchange Building
Portland 4, Oregon

Gentlemen:

Thank you for your letter of September 18 regarding estimates on Contracts 4184 and 4185. You stated that you were returning the estimates; however, they were not included in the envelop. It may be that you are sending them under separate cover; however, I call the matter to your attention to avoid delays.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:rms

cc Mr. P. M. Stephenson

Copy made for Mr. Prichard
Mr. Hanson

NOTED
FORREST COOPER

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

BUILDERS EXCHANGE BUILDING
PORTLAND 4, OREGON

September 18, 1956

REFERRED TO
Cooper
By State Highway Engineer

W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We are returning herewith Contract Estimates submitted for our signature, as follows:

Estimate No. 11 Final on Contract No. 4184
St. Helens-McNulty Creek Section of the Old
Portland and Gable Roads in Columbia County - $ 1,511.78

Estimate No. 19 Final on Contract No. 4185
Tide Creek-St. Helens Unit of the Goble-
St. Helens Section of the Columbia River
Highway in Columbia County - 14,399.31

both properly executed by the writer on behalf of this firm, but subject to the understanding that our acceptance is conditioned upon such adjustment of the concrete quantities contained therein to adjust complaint filed by Snook Bros. and referred to in their letter of August 28, 1956, to P. M. Stephenson, Assistant Bridge Engineer, concerning the wide discrepancy existing between the yardage of readymix concrete purchased and the yardage paid for by the State. Otherwise, the Final Estimates as presented meet with our approval.

Yours very truly,

PARKER-SCHRAM COMPANY

By

CAS:dab

Encl.

Copy made for
Mr Probst
Mr Hanson

RECEIVED
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1956
FOR FILING

S-1570 REFERRED TO
REFERRED
4184

XXXXXXXXXXXXXXXXXXXXXXXXXX

P O Box 667 Goldendale, Washington
August 28, 1956

Mr. P. M. Stephenson,
Asst. Bridge Engineer,
Oregon State Highway Department,
Salem, Oregon

Re: Contract 4184 - St.Helens-McNulty Creek Sect.
Contract 4185 - Tide Creek-St.Helens Sect.

Dear Mr. Stephenson,

Under date of June 11, 1956 we wrote to you concerning an adjustment relative to the quantities of concrete paid by the state under the above captioned contracts. As stated in that letter, we believe that there is too large a discrepancy between the yardage of conrete purchased by us from the readimix company and the yardage paid for by the state.

May we please have a reply to this inquiry.

Yours very truly,

SNOOK BROTHERS

LS/is BY L. Snook

cc W. C. Williams

cc Parker-Schramm Company

W. C. WILLIAMS

RECEIVED
AUG 29 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
AUG 24 1956
FOR FILING
5.157 (1)
4184

August 24, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4184 for work performed on the St. Helens-McNulty Creek Section of the Old Portland and Gable Roads in Columbia County was completed by the contractor, Parker-Schram Co., on September 21, 1955 and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $1,511.78 will be released to the contractor on or after September 4, 1956. The total contract amount is $59,324.74 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM S-120 5M REVISED 2-

RECEIVED
NOV 23 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

4154

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 22, 1955

Parker-Thurman Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under consideration your request for an extension of time from July 31, 1955 to an including September 21, 1955 within which to complete your contract No. 4154, covering the St. Helens-Scappoose Creek section of the Old Portland and Cable Coads in Columbia County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]
Division Engineer

[illegible]
Assistant Engineer

[illegible]
Construction Engineer

RECEIVED
NOV 3 1955
FOR FILING

S-157(1)
41124

November 1, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 21, 1955 on Contract No. 4184, St. Helens-McNulty Creek Section, in Columbia County, in connection with Federal Aid Project No. S-157(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DD:bb
cc: John Cattrall

RECEIVED
NOV 1 1955
FOR FILING

-15/10
4184

November 1, 1955

Request for extension of time
No. 36
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Parker-Schram Company for an extension of time on the St. Helens-McNulty Creek Section, Contract No. 4184, from July 31, 1955, to and including September 21, 1955.

This project was completed some time ago, but the delay in the final completion was primarily due to the adding of a seal coat to the project, which was not included in the original contract.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt lg

S-157 (1)

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 29, 19 55

Section St. Helens-McNulty Creek

Highway Goble and Old Portland Roads

Contractor Parker-Schram Co.

Date of contract May 14, 19 54

Date work started July 20, 19 54

Project authorization . . . . . $ 61,025.23
Exclusive of Engineering . . . . . $ 56,685.66

Kind of work Grading and Paving

Section prefix 505-1027

Contract number 4134

Date of completion July 31, 19 55

Estimated date of completion Sept. 21, 19 55

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 57,670.66

Estimated per cent overrun or underrun . . . . . Overrun . . . . 3.0 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 4,339.57

Engineering cost to date $ 3,939.40, 90.8 %

Date project was completed Sept. 21, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job is complete except for some form lumber and debris to be removed from the site of the box culvert at Sta. 6+50.

L H. Young

RECEIVED
NOV 2 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Roy W. Pyle
Roy W. Pyle

Address Box 564, St. Helens, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86386

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.57	1.57		1.57	1.57
Miles partially completed					
Miles completed	1.57	1.57		1.57	1.57
Total estimated quantities (contract)	5,100 CY	5,680 CY		20 T	3,250 T
Total quantities corrected to date	7,243 CY	6,583 CY		40.5 T	3,051 T
Estimated quantities moved or placed to date	7,243 CY	6,583 CY		40.5 T	3,051 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 15 1954
FOR FILING

F-127(1)
4184

November 8, 1954

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from August 31, 1954 to July 31, 1955, within which to complete your contract No. 4184, for grading and paving on the St. Helens-Scappoose section of the Old Portland and Cable Roads in Columbia County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Avery, Assistant Secretary

gl

cc: A. G. Nelton,
Division Engineer

Roy A. Kyle,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT 13 1954
FOR FILING

October 12, 1954

Oregon State Highway Commission

Request for extension of time
No. 16
October 26 and 27 Meeting

Gentlemen:

Herewith is a request from Farmer-Sahram Company for an extension of time on the St. Helens-McNulty Creek Section, Contract No. 4184, from August 31, 1954 to July 31, 1955.

Bids were taken on this project on April 1, 1954, but it was not awarded until May 14, 1954. Spring run-off of the Columbia River Highway started about the time the contract was awarded and remained at flood stage until the forepart of August. Flood stage covered the area where a box culvert was to be placed and did not permit installation until the latter part of August. This delay necessarily prevented the paving this year, and I recommend, therefore, that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

H. L. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary Project No. S-157(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 19 54,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of February, 19 54, a program, which was approved on the 11th day of March, 19 54, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 17th day of March, 19 54; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-six thousand, six hundred and 00/100

dollars ($ 36,600.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Columbia County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+94 in the SE 1/4, Section 8, and survey station 58+00 in the SE 1/4, Section 4, including a spur between survey station 30+80 in the NW 1/4, Section 9, and survey station 0+15 in the NE 1/4, Section 8, all in T. 4 N., R. 1 W., W.M., without exception,

, length 1.581 miles, in Columbia County, being Oregon Federal Aid / Secondary project No. S-157(1), consisting of 1.581 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a combined length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11379-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-six thousand, six hundred and 00/100 dollars ($36,600.00), which does not exceed the authorized Federal pro rata share of fifty-nine thousand, two hundred twenty-nine and 12/100 dollars ($59,229.12), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest H B Slauson
SECRETARY

RECOMMENDED ...

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ...
Chairman, State Highway Commission
(Title of officer)

By Edward Rynerson
Member, State Highway Commission
(Title of officer)

By ...
Member, State Highway Commission
(Title of officer)

By ...
(Title of officer)

By ...
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By ...
Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379 5

A4.62

OCT 13 1954 ... DIS RIC
...IVED OCT 7 1954 DIVISION 8
...OREGON DISTRICT

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-157 (1)

ST. HELENS-McNULTY CREEK SECTION

OF THE OLD PORTLAND AND CABLE ROADS IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 5, 1954

Type Code 6201
Roadway (Sta. 0+94 to Sta. 58+00, Old Portland Road)(Sta. 0+15 to Sta. 30+80 Cable Road)
(Contract No. 4184)

All Required		Clearing and Grubbing	$		$ 1,150.00
150	cu. yd.	Structural Excavation, Unclassified		4.50	675.00
5,160	cu. yd.	General Excavation, Unclassified		1.60	8,160.00
1,160	yd. mi.	Truck Haul		0.16	182.40
1.57	miles	Finishing Roadbed and Slopes		500.00	785.00
690	lin. ft.	12-inch Corrugated Metal Pipe		3.00	2,070.00
180	lin. ft.	18-inch Corrugated Metal Pipe		4.20	804.00
30	lin. ft.	36-inch Corrugated Metal Pipe		11.80	354.00
96	cu. yd.	Class "A" Concrete		57.00	5,472.00
16,000	lbs.	Metal Reinforcement		0.125	2,000.00
16	only	Corrugated Metal Sight Posts		2.25	36.00
4,050	cu. yd.	2½" - 0 Material in Base		1.70	6,885.00
1,500	cu. yd.	3/4" - 0 Material in Base and Shoulders		2.10	3,150.00
110	M-gal.	Sprinkling		2.00	220.00
130	Cu. yd.	3/4" - 0 Material in Binder Course		3.00	390.00
20	tons	RC-3 Asphalt in Binder Course		40.00	800.00
3,290	tons	Class "B" Asphaltic Concrete		6.55	21,287.50
			Subtotal		$54,128.90
			Less Lump Sum Reduction		276.25
			Subtotal		53,852.65
			10% Engr. & Cont.		5,376.47
			Total		$59,229.12

Length of Roadway	1.571 miles
Length of Structure	0.010 mile
Total Length	1.581 miles
Cost of Roadway per mile	$37,701.54

Federal Funds	$36,600.00
State Funds	11,314.56
County Funds	11,314.56
	$59,229.12

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Note: Cash has been deposited by Columbia County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-157 (1)

ST. HELENS-McNULTY CREEK SECTION

OF THE OLD PORTLAND AND GABLE ROADS IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 16, 1934

Type Code 6201
Roadway (Sta. 0+94 to Sta. 58+00, Old Portland Road)(Sta. 0+15 to Sta. 30+80 Gable Road)

All Required		Clearing and Grubbing			$ 1,500.00
150	cu. yds.	Structural Excavation, Unclassified	$	3.50	525.00
5,100	cu. yds.	General Excavation, Unclassified		0.95	4,845.00
1,140	yd. mi.	Truck Haul		0.20	228.00
1.57	miles	Finishing Roadbed and Slopes		500.00	785.00
690	lin. ft.	12-inch Corrugated Metal Pipe		3.25	2,242.50
120	lin. ft.	18-inch Corrugated Metal Pipe		4.50	540.00
30	lin. ft.	36-inch Corrugated Metal Pipe		15.00	450.00
96	cu. yds.	Class "A" Concrete		65.00	6,240.00
16,000	lbs.	Metal Reinforcement		0.14	2,240.00
16	only	Corrugated Metal Sight Posts		3.50	56.00
4,050	cu. yd.	2½" - 0 Material in Base		2.75	11,137.50
1,500	cu. yd.	3/4"-0 Material in Base and Shoulders		2.85	4,275.00
110	M-gal.	Sprinkling		3.00	330.00
130	cu. yds.	3/4" - 0 Material in Binder Course		5.00	650.00
20	tons	RC-3 Asphalt in Binder Course		45.00	900.00
3,250	tons	Class "B" Asphaltic Concrete		7.00	22,750.00
			Subtotal		$59,694.00
			10% Engr. & Cont.		5,969.40
			Total		$65,663.40

Length of Roadway	1.571 miles
Length of Structure	0.010 mile
Total Length	1.581 miles
Cost of Roadway per Mile	$41,779.69

Federal Funds- -	$36,600.00
State Funds- -	12,200.00
County Funds- -	16,863.40
	$65,663.40

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AUG 20 1954
FOR FILING

S-1 1(1)
.41.1

August 19, 1954

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the St. Helens-Scappoose-Cloverdale-Rainier-Clatskanie-Clatsop County Creek Contract No. 4184, Oregon S-157 (1), from August 31, 1954 to July 31, 1955, to Parker-Schram Company, contractors.

Bids were taken on this project on April 1, 1954, but it was not awarded until May 14, 1954. Spring run-off of the Columbia River Highway started about the time the contract was awarded and remained at flood stage until the forepart of August. Flood stage covered the area where the box culvert was to be placed and did not permit installation until August. It is my belief that it would be impractical to attempt to complete the paving in this area, and I would therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
JUL 1954
FOR FILING

4184

July 28, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 20, 1954 on Contract No. 4184, St. Helens-McNulty Creek Section, in Columbia County in connection with Federal Aid Project No. S-157 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:eh

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Dear Sir:

The subcontract between Parker-Schram Company and Snook Brothers covering all of Item 9, and the handling and placing of Item 10, on the St. Helens-McNulty Creek Contract No. 4184, Oregon S-157 (1), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
JUN 11 1954
FOR FILING

June 10, 1954

[illegible] Company
[illegible] Exchange Bldg.
Portland 4, Oregon

Gentlemen:

I enclose herewith two fully executed copies of contracts awarded by the State Highway Commission on June 1, 1954 [illegible]:

Contract No. 1154 for grading and paving on the Scappoose-Vernonia Creek section of the Old Portland and Cable Roads in Columbia County.

Contract No. 1155, for grading and paving on the Vine Creek-Scappoose Unit, Cable-[illegible] section of the Columbia River Highway in Columbia County.

A copy of each of these contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

[illegible]
Secretary

gl
encls.

RECEIVED
MAY 20 1954
FOR FILING

41-4

May 17, 1954

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland & Seattle Railway
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Reference is made to your letter of April 28, concerning reflectorized cross-buck signs to be installed at Old Portland County Road and Cable County Road near St. Helens in Columbia County; also, to your phone conversation of this date with our Mr. Probert.

As we cannot conveniently provide the metal posts (scrap superheater flues) which are standard in installations on your lines, it appears advantageous to have the installation at Portland County Road and Cable County Road made by your forces. Please therefore proceed with these installations at your convenience and bill the cost to the Highway Department.

As our construction at these crossings will be completed about August 31, the signs should be in place by that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

cc: A. G. Skelton
W. O. Wickham

RECEIVED
FOR FILING

AGENDA
JUN 23 1954
3a. 243

May 14, 1954

Parker-Schram Company
200 Builders Exchange Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 accepted your combination bid for grading and paving the St. Helens-McNulty Creek Section of Old Portland County Road and Gable Road connection and also Tide Creek-St. Helens Section of the Columbia River Highway both of which are in Columbia County for the sum of $54,[illegible]0.90 and $4[illegible]5,735.50, respectively, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions were satisfied. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contracts in conformity with the Commission's authorization. These projects have been assigned Contract Nos. 4184 and 4185.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Ghaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Guery, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
Goldie Lewis

E.R.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 14, 1954
11:10 a.m.

Parker-Schram Company
200 Builders Exchange Building
Portland 4, Oregon

Contract on combination bid for grading and paving St. Helens-McNulty Creek Section of Old Portland County Road and Gable Road connection and Tide Creek - St. Helens Section of Columbia River Highway, Columbia County for which you submitted the low bid on April 1 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
MAY 17 1954
FOR FILING

S-157(1)

4/1-4

May 14, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the St. Helens-McNulty Creek Section of the Old Portland County Road in Columbia County, Project S-157 (1), to the Parker-Schram Company of Portland, Oregon, on the basis of the bid of $53,844.65 submitted on April 1, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
FOR FILING
OREGON DISTRICT
S-157(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

May 14, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-157 (1), St. Helens-McNulty Creek Section of the Old Portland and Gable Roads, we hereby concur as of this date in award of contract to Parker-Schram Company of Portland, Oregon on the basis of their bid of $54,120.90 which was low in combination with their bid on Project F-27(5) at the April 1, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 17 1954

FORM S-30 REV 10-51 52570

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
V R. JONES

Portland, Oregon
April 30, 1954

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In reply to your letter of April 29, please be advised that the work of removing the existing bridge over McNulty Creek on FAS Project 574 has not been started. We think it inadvisable for the county to remove the bridge until Parker Schram, Contractors on the main project, are in a position to proceed with their reconstruction.

We have had no expression from them as to when they will start work. Upon being advised of Parker Schram's starting date we will contact the Columbia County Court so as to give them as much advance notice as possible.

Very truly yours,

F. T. YOUNG
Assistant Division Engineer

FTY:lv

RECEIVED
MAY 3 - 1954
COUNTY ENGINEERS

FORM 1612

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

C. F. THOMAS.
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER
1101 N. W. HOYT STREET
PORTLAND 7, OREGON

April 28, 1954

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Deputy State Highway Engineer

Dear Sir:

This has reference to your letter of April 20, 1954, concerning your desire to install reflectorized cross-buck and reflectorized advance warning signs at three grade crossings of our railway tracks with the Old Portland County Road and the Gable County Road in Columbia County, Oregon.

Inasmuch as P.U.C. Oregon Order No. 7058 covers the use of standard reflectorized crossing signs, I am agreeable to installation of same at Oregon State Highway Department expense and maintenance of cross-buck signs to be borne by the S.P.& S. Railway. I am not in favor of using type of cross-buck signs you propose but would prefer our standard sign which is also standard of the P.U.C. Use of same would simplify future maintenance as we stock these.

I am enclosing our Plan NN-201-L for your inspection. The arms can be scotchlighted on our signs to meet provisions of the order.

The S.P.& S. Railway could furnish and place these cross-buck signs and bill you for same.

Please advise.

RECEIVED
APR 29 1954

Very truly yours,

C. F. Thomas

Chief Engineer

HEM-c

Form A-150 10M 12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

Invoice No. 30213

Columbia County
St. Helens, Oregon

NOTED
V. R. JONES

Date April 21, 1954

Your Req. No.

Billing Request No. CC 77

Attn: County Court

Credit distribution: 505-1027-297

Advance Deposit	12,200.00
St. Helens-McNulty Creek County FAS project in Columbia County covered by agreement dated March 26, 1954. Partial transfer of County's share of total cost. The total advance deposit is $12,200 of which $3,200 is to remain the advance deposit fund.	
To be retained	9,000.00
	$ 3,200.00

NOTED
J. F. HAGEMANN

RECEIVED
APR 21 1954
ENGINEER
COUNTY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By G. R. Winchcomb

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: S. H. Probert

NOTED
V. R. JONES

Salem, Oregon
April 20, 1954

FAS 574, Columbia County
St. Helens-McNulty Creek FAS Project

Mr. W. C. Williams
O F F I C E

NOTED

We have received this date Columbia County's advance deposit of $12,2[illegible] in connection with the St. Helens-McNulty Creek FAS project. In so far as this office is concerned this project is clear for award of a contract; however, it is our understanding that this job was bid in combination with the Tide Creek-St. Helens Section of the Columbia River Highway.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: S. H. Probert

FORM E-123 50M REVISED 2-52

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 20, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

Mr. C. H. Maison

O F F I C E

Dear Sir:

Attached we hand you, for deposit in the ADVANCE DEPOSITS ACCOUNT Warrants, Checks, Drafts, Cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
Columbia County	warrant	5909	$12,200.00	Gen. Rd.

RECEIVED
APR 20 1954
ENGINEER
... HIGHWAYS

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

Receipt of the above listed items is hereby acknowledged

SIGNED

RECEIVED
APR 22 1954
FOR FILING

Maint
Traffic Safety
RR

April 20, 1954

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland, Oregon

Dear Sir:

Under authority of Order No. 7058, issued by the Public Utilities Commission of the State of Oregon on December 27, 1939, we propose to install reflectorized cross-buck and reflectorized advance warning signs at three (3) grade crossings of your railway tracks with the Old Portland County Road and the Cable County Road in Columbia County, Oregon.

The type of cross-buck signs we propose to use consist of scotch-lighted aluminum cross-arms bolted to a 6" x 6" cedar post.

The crossings referred to are about one-half mile south of the City of St. Helens, and known by your identification as Crossing No. 5A-27.61C on the Old Portland County Road and 5A-27.61C and 5A-26.7 on the Cable County Road.

May we have your consent to making these installations with the understanding that the maintenance of the cross-buck signs after installation will be a responsibility of your company as provided in the P.U.C. order mentioned.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JAH:tp

FORM E-90 2M 8-51 53918

S-157(1)

4184

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1954

SUBJECT: FAS 574, Columbia County
St. Helens-McNulty Creek FAS Project

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

We have received this date Columbia County's advance deposit of $12,200 in connection with the St. Helens-McNulty Creek FAS project. In so far as this office is concerned this project is clear for award of a contract; however, it is our understanding that this job was bid in combination with the Tide Creek-St. Helens Section of the Columbia River Highway.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: S. H. Probert

RECEIVED
APR 13 1954
FOR FILING

S-152(1)
4184
S-152(1)

April 12, 1954

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Columbia County one fully executed copy each of a maintenance agreement and a finance agreement between the State Highway Commission and Columbia County covering the St. Helens-McNulty Creek FAS project in Columbia County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

Form ~~CC-12~~ (1954 Rev.)

OREGON PROJECT S-157(1)
FAS 574

R E S O L U T I O N

WHEREAS, a county road in Columbia County, State of Oregon, known as the Old Portland and Gable County Road, is routed through the County of Columbia, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Columbia County, the section adopted for improvement being more particularly described as follows; to wit:

The old Portland Road from the southerly St. Helens city boundary, southwesterly to McNulty Creek and the Gable Road from the Columbia River Highway easterly to the Old Portland Road, a total distance of 1.54 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Columbia will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Columbia County, Oregon, that no encroachments will be permitted on the county road known as the Old Portland and Gable County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Columbia County, Oregon, this 10th day of March, 1954.

By Jesse O. Wampler
County Judge

Attest:
C. W. Anderson
County Clerk

By Elmer B Loyd
County Commissioner

By _____
County Commissioner

RECEIVED
APR 13 1954
FOR FILING

Court
Fed. Aid
Prog. & Proj.
S-157(1)

Jeb

Salem, Oregon
April 12, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a finance agreement and four certified copies of a maintenance agreement with Columbia County covering the St. Helens-McNulty Creek FAS project in Columbia County.

The original of each of the above agreements has been retained in this office for the Commission's files and one copy of each has been sent to the County Court of Columbia County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FH
Attach: 5

DONALD PARCHER, COMMISSIONER
RAINIER

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE

ST. HELENS, OREGON

NOTED
W. R. JONES

April 8, 1954.

NOTED
Harold C. Ayers

Mr. John F. Hagemann,
Assistant Engineer,
County and City Relations,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Hagemann:

This will acknowledge receipt of your letter of April 5, 1954, and referring to same will state that a warrant, was drawn this date, in favor of the Oregon State Highway Commission in the sum of $12,200.00 as per your request, and we note that there is left a balance of $20,000.00 to apply on bridge, from FSA609.

We would appreciate as much notice as possible from the contractor, when it becomes necessary for us to tear down, and move the existing steel bridge on our project.

Yours very truly,

COLUMBIA COUNTY COURT

By John W. Whipple

JWW:n

JOHN W. WHIPPLE
County Judge

NOTED
J. F. HAGEMANN

RECEIVED
APR 12 1954
ENGINEER
COUNTY AND CITY RELATIONS

RECEIVED
APR 12 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
NOTED
V. R. JONES

April 5, 1954

NOTED
Harold C. Ayers

Columbia County Court

St. Helens, Oregon

Gentlemen:

On April 1st the Highway Commission received a satisfactory bid from Parker-Schramm Co. of Portland for the construction of the St. Helens-McNulty Creek Sections of FAS 574. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the County prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$54,120.90
Lump sum deduction	275.00
Subtotal	$53,845.90
Additional Items (R.R. crossing signs)	400.00
12-1/2% Engineering & contingencies	6,780.74
Estimated Total Cost	$61,026.64
Advance Deposit of 20%	$12,200.00

Please make this deposit by means of a warrant or check in the amount of $12,200 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Three lower bids for this project were received; however, they all qualified their bids so as to accept the contract only in combination with the St. Helens-McNulty Creek State Highway project. As a result, the lowest combination bid for these two projects was accepted.

Based on this estimate, Columbia County will have a balance of $20,000 to apply towards the bridge on FAS 609.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
V. A. [illegible]NES

Salem, Oregon
April 5, 1954

NOTED
Harold C. Ayers

Mr. Earl Saling
R/W Department

Attached is a resolution adopted by Columbia County acquiring the balance of the right of way required for the St. Helens and McNulty Creek Sections of FAS 574. This resolution covers options as prepared under R/W Files Nos. 21,686 and 21,687 and should clear all right of way for this project.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

RECEIVED
APR 6 1954
FOR FILING

Const
Fed Aid
Geog. & Eng.

S-157(1)

April 5, 1954

Parker-Schram Company
400 Builders Exchange Building
320 S. W. Stark Street
Portland 4, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 accepted your combination bid in the amount of $54,[illegible].90 for grading and paving the St. Helens-McNulty Creek Section of the Old Portland County Road and Cable Road connection west and southerly from St. Helens and $435,765.50 for grading and paving the Tide Creek-St. Helens Section of the Columbia River Highway northerly from St. Helens, both of which are in Columbia County, which was the low combination bid received for those jobs. The Commission referred the bids to the Engineer with authority to award the contracts to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

FORM S-90 3SM 9-51 58018

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1954

SUBJECT: FAS 574, Columbia County
St. Helens-McNulty Creek FAS project

To: Mr. W. C. Williams
O F F I C E

Glaisyer

Enclosed are three copies of a finance agreement covering the St. Helens-McNulty Creek FAS project in Columbia County. Two copies of this agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission.

Please note that the finance agreement is written with a top limit of $66,000 of FAS funds. This is $15,000 more than originally programmed for this project. Final costs of the project constructed in 1953 indicate an underrun of $5,000 from the contract authorization. This leaves Columbia County a total of $81,000 available for projects in 1954. The county has elected to use $66,000 of this $81,000 on the St. Helens-McNulty Creek project, and the remaining funds ($15,000) on the North Fork of the Scappoose River bridge. In no case will the total of both projects exceed $81,000 of FAS funds.

Also enclosed are six copies of a maintenance agreement covering this project. After execution by the Highway Commission, please return four fully executed or certified true copies to this office for transmittal to the B.P.R.

John F. Hagemann

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

Project approved by Hwy. Comm. Sept. 24, 1953. FAS 574

September 24, 1953
H Beaman

A

NOTED
V. R IONES

Salem, Oregon
March 30, 1954

Mr. Earl F. Saling
R/W Department

NOTED
Harold C. Ayers

Attached is signed option no. 21685 obtained by Columbia County in connection with the McNulty Creek Section of the Old Portland Road, FAS 574. Options for files nos. 21686 and 21687 are being processed by Pope & Talbot from whom the right of way must be obtained, and it will probably be another two weeks before these options clear their San Francisco office.

Judge Whipple advises that he expects to get a permit of entry from Pope & Talbot by the end of the week.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

Deleted.

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

March 8, 1954

NOTED
Harold C. Ayers

Honorable John W. Whipple
Columbia County Judge
Court House
St. Helens, Oregon

Dear Judge:

Enclosed are four copies of a revised option, file number 21685, for right of way to be acquired from the Firtex Insulation Board Company in connection with the McNulty Creek project. This option is to replace the option for file number 21085 presently in your hands, and includes two parcels of land shown colored in red on the map, two copies of which are enclosed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

7m574

FORM E-20 25M 3-51 47100

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1954

SUBJECT: File No. 21685--Firtex Insulation Board
McNulty Creek Section
Old Portland Road
Columbia County
Area: 0.3 acre

To: Mr. John Cattrall
City - County Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Enclosed herewith is a revised option form in quadruplicate for right of way to be acquired by Columbia County for the McNulty Creek Section of the Old Portland Road. This project is scheduled to be let in April, 1954.

Attached are two revised prints of a sketch showing the property and bearing our date of March 8, 1954.

Yours truly,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling

EARL F. SALING
Right of Way Office Mgr.

ML:wo

cc: John Cattrall
cc: R. L. Porter
cc: S. N. Mayhew

RECEIVED
MAR 26 1954
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-157(1), St. Helens-McNulty Creek ection of the Old Portland and Gable Roads. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all necessary rights of way or rights of entry have been acquired.

Please forward the usual copies of county maintenance and encroachment resolutions.

Very truly yours,

C. G. FOLK
District Engineer

RECEIVED
MAR 25 1954
OREGON
STATE HIGHWAY COMMISSION

JFH:MM
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 17, 1954

NOTED
J. F. HAGEMANN

Columbia County Court
Court House
St. Helens, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the St. Helens-McNulty Creek Section of the Old Portland and Gable County Roads, FAS 574, upon which bids will be accepted April 1st.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. This agreement provides that the county will pay all costs in excess of $66,000; however, in the event the estimate based on the low bid received exceeds this amount, the county may elect to accept or reject the terms of the agreement.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1954.

If satisfactory, please sign, have the County Clerk attest, and return all copies of both agreements and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to March 24th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

RECEIVED
MAR 16 1954
FOR FILING

Maint
Traffic Engr
R.R.

March 11, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to assure that prior to completion of proposed construction of the St. Helens-McNulty Creek Section of County Road FAS 574 (Project S-157-1) the State will see that reflectorized crossbuck signs and reflectorized advance warning signs are installed at the three (3) railway grade crossings as required by B.P.R. No. 63.

The crossings referred to are at Station 0+81 and 30+18 on the Cable Roads connection unit and at Station 25+93 on the Old Portland Road Unit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Deputy State Highway Engineer

JMEch

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: St. Helens & McNulty Creek Sections
County: Columbia Prefix:
Length of Project:

Highway: Col. Co. FAS 574
Res. Eng'r:
Stations St. Helens 0+94 to 13+00
Stations McNulty Cr. 0+15 to 58+00

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
McNulty Crk. Sec.										
0+94.12 to 6+50	12½	2½	15			11	1	3	15	Medium
6+50 to 13+00	12½	2½	15	*		8	1	3	15	"
St. Helens Sec.										
0+15 to 58+00	See Note					2-8	1-2	3	12	Heavy

*Select subgrade material is basalt rock from the St. Helens Section; thickness varies but is sufficient to compose total requirements.

NOTE:

Information from the field indicates that this section is thru a basalt formation.

Remarks:

Full base and wearing surface to be constructed at edges of existing pavement. Old surface to be leveled by addition of base rock and leveling course, or only leveling course as conditions demand.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

3/2/54

Submitted by Asst. Construction Engineer

Recommended by Construction Engineer

Recommended by Engineer of Materials

Approved by Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: St. Helens & McNulty Creek Sections
County: Columbia
Prefix:
Length of Project:

Highway: Col. Co. FAS 574
Res. Eng'r.: St. Helens 0+94 to 13+00, McNulty Crk. 0+15 to 58+00
Stations:

Location				Soil Characteristics						Computed Thickness			
Station	Rt	C L	Lt	Depth	% Pass 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
St. Helens													
5+50				18"-30"	77	25	2	26	47	12½	2½	15	Medium

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: St. Helens & McNulty Creek Sections
County: Columbia
Prefix:
Length of Project:

Highway: Col. Co. FAS 574
Res. Eng'r.: St. Helens 0+94 to 13+00, McNulty Crk. 0+15 to 58+00
Stations:

Location				Soil Characteristics						Computed Thickness			
Station	Rt.	C L	Lt.	Depth	% Pass 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
St. Helens													
5+50				18"-30"	77	25	2	26	47	12½	2½	15	Medium

NOTED
V. R. JONES

Salem, Oregon
February 18, 1954

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
Harold

J. F. HAGEMANN

At the request of Columbia County the McNulty Creek Section of FAS 574 is to be extended 0.25 mile westerly to a junction with Gable Road.

An additional $10,000 as a result of savings in the 1954 FAS project and a reduction in the estimate for the bridge over the N. Fork of the Scappoose River will be available for the McNulty Creek Section and Columbia River Highway-St. Helens Section of FAS 574. This will make a total of $61,000 for these two sections rather than $51,000 as originally programmed.

Mr. Schofield, Resident Engineer of Division I, is familiar with this extension and is presently extending his survey to cover the additional 0.25 mile.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: V. O'Neil
A. G. Skelton

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem, Oregon
February 11, 1954

NOTED
Harold C. Avers

SUBJECT:
File Nos. 21685, 21686, & 21687
McNulty Creek Section
Old Portland Road
Columbia County

To: Mr. John W. Cattrall
County & City Relations Engr.
O f f i c e

NOTED
V. R. JONES

Dear Mr. Cattrall:

Herewith are three option forms, in quadruplicate, for right of way to be acquired by Columbia County on the McNulty Creek Section of the Old Portland Road. This is a county road which is a Federal Aid Project in Columbia County and is to be let in March 1954.

Attached are two prints showing this property, dated February 8, 1954.

21685	Firtex Insulation Board Company	0.092 acre
21686	Pope and Talbot Company	0.047 acre
21687	Pope & Talbot	0.071 acre

NOTED
J. F. HAGEMANN

Very truly yours,

Earl F Saling

EARL F. SALING
Right of Way Office Manager

AE:ia

Encls.

cc - John W. Cattrall (in dup)

cc - R. L. Porter

RECEIVED

Delivered to
Col. Co 2/17/54
J. F. H.

NOTED
J. F. HAGEMANN

FAS 574

FORM E-90 25M 9-51 53215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

.....

.....

Portland, Oregon
January 21st, 1954
SUBJECT:

NOTED
V. R. JONES

NOTED
Harold C. Av rt

To:

r. . G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
J. F. HAGELMANN

Dear Sir:

I am enclosing herewith copy of W. J. Scofield's letter of January 21, 1954, transmitting descriptions and other data needed for three parcels of right of way to be obtained by Columbia County on the Scappoose Creek Section of the Old Portland Road, which is a federal aid secondary project in Columbia County. I am also enclosing a tracing of the located line on this section, which will be of help in checking these descriptions.

We would like to have two prints from this tracing returned. I presume the descriptions after they are checked will be given to the county by Mr. Cattrall.

Yours very truly,

A. G. SKILTON
Division Engineer

AGS:rw
Encl.
cc: John Cattrall ✓
W. J. Scofield

RECEIVED
JAN 22 1954
ENGINEER
OPNS

7-1574

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

Salem, Oregon
January 15, 1954

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The field data for the McNulty Creek and Columbia River Highway-St. Helens sections of FAS 574 in Columbia County have been reviewed and found to be in accordance with the project as originally proposed by the county with some revisions subsequently approved by the county.

The county judge recently contacted this office about a possible extension of this project. As available funds will be a determining factor in arriving at a decision on this extension, it is requested that the field estimate for the attached projects be reviewed and this office be advised of the result as soon as possible.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: Mr. V. G. O'Neil

October 6, 1953

Columbia County Court
Court House
St. Helens, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On September 24th the Highway Commission approved the Federal Aid Secondary projects as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Portland and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Columbia County, this will be approximately $15,200 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

PROPOSED PROJECTS
COLUMBIA COUNTY
AVAILABLE FUNDS - $76,000

FAS 574 - McNulty Creek Section, Approximately 0.5 Miles - $35,000.
This section extends approximately 1/4 mile on each side of McNulty Creek. It is proposed to replace the existing 99' light steel truss with a multiplate pipe and reconstruct the road approaches on each side to an improved alinement and grade.

The proposed improvement of the road approaches is to grade, surface, and place an O-11 with binder 20' wide with 3' shoulders. If additional fill material for the road across the creek is required, the county owns a gravel site within one mile of the project. This gravel would also be available for pit run base. Crushed gravel is available at a commercial source in Scappoose.

FAS 574 - Columbia River Highway-St. Helens Section, Approximately 1.1 Miles - $26,000.
This section extends from the junction of Gable Road and the Columbia River Highway easterly and northerly to the junction of Old Portland Road and 18th Avenue at the city limits of St. Helens.

The proposed project is to widen and resurface the existing 18' bituminous pavement with asphaltic concrete 22' wide with 3' or 4' shoulders.

FAS 609 - North Fork of Scappoose River Bridge - $25,000.
This bridge is located about 2.5 miles from the Columbia River Highway Junction at Scappoose.

The proposed project is to replace the existing bridge and the FAS project is to be for the structure only with the county to do all required road approach work and to handle traffic at no cost to state's contractor during bridge construction.

The two projects on FAS 574 very likely will require cooperative work by county forces to stay within available funds. After field data is available, details should be worked out with the county.

9/1/53
53-X43

FORM E-20 25M 9-51 53518

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1953

SUBJECT: McNulty Creek Bridge 13756

FAS 579
Lane Co.

To:

Mr. J. W. Cattrall, Engineer
County and City Relations

Dear Sir:

Our information shows that there is but a very small drainage area above this stream. It would seem that the flow could be easily carried in a multiplate pipe. We would estimate that the price would be approximately $8,000. Mr. Ricketts reports that there will undoubtedly be a considerable change in the grade line when a new structure is put in.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

10 foot pipe

RECEIVED
AUG 53
ENGR.

NOTED
J. W. CATTRALL

Salem, Oregon
August 11, 1953

NOTED
Harold C. Ayers

Mr. G. S. Paxson
Bridge Engineer

NOTED
J. F. HAGEMANN

The Columbia County Court has requested that Bridge #13,756 over McNulty Creek on Road No. 646 of our bridge log be replaced as part of next year's County FAS Program. The existing bridge is a light steel truss 99' long. It would be appreciated if you could furnish us with a cost estimate of a new structure for use in presenting the project to the Highway Commission. Please include only the cost of the structure.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

F-2"(7) Tide Gr.-3L. Velens Sec. of 1954
Tide Lo. River "W".
4135

41[illegible]

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 10, 1976

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Columbia City Water Lines
Chimes Crest Area
(Tide Creek-St. Helens Unit)
Lower Columbia River Highway

At the request of H. L. Olsen, Attorney for Columbia City, an attempt was made to determine what waterline adjustments might have been in connection with highway construction in the Chimes Crest Area.

The Columbia River Highway was reconstructed through the Columbia City area during 1954 and 1955 under Contract No. 4185, Tide Creek-St. Helens Unit. Portions of some water lines belonging to Columbia City were relocated by the City to accommodate this reconstruction and Columbia City Municipal Water Works was paid a total of $6,017.31 by the Oregon State Highway Division for relocating these lines.

A thorough search of Highway Division records on this project has failed to produce any data indicating exact locations of relocated lines. Since reimbursement to the city was based on their cost (labor, materials, etc.), rather than a unit cost (per foot, etc.), it does not seem unusual that detailed records of which pipes were relocated do not exist. Enough information is available, however, to indicate in which areas major relocation of water lines was done. Sources of information included the OSHD Detail Map of the area prior to highway reconstruction, the "As Constructed" plans of Tide Creek-St. Helens Unit, records of material and labor used by Columbia City Water Works and telephone conversations with OSHD engineering personnel who worked on the project.

There were apparently two major areas in which lines were relocated. One involved relocating a 4" water main along the westerly side of the highway in the vicinity of Engineer's Stations 480 to 490±. This is in the vicinity of Fifth Street between "J" and "K" Streets as platted on detail map dated 1953. This 4" main was probably extended westerly along "K" Street to connect to a 6" main near the West City Limits of Columbia City. Minor revision of the 4" main was done at its crossing of the highway at "I" Street, Engineer's Sta. 480+35.

The second area of major revision was apparently between Stas. 518 and 527+50. This area is near the southerly end of the reversing curves south of the Chimes Crest residential area. A 2" main originally in the area between the old and new alignments was revised to run along the westerly edge of the new right of way in this area.

Other work done by the Water Works was apparently minor, probably involving revision of services to some residences and repairing damage to lines from contractor's operations. There is no evidence that any work was done on the 3" main along the easterly side of the highway in the Chimes Crest area other than possibly revision to connections, etc.

Attached is a sketch map showing original and probable revised locations of mains in the two major work areas.

TLS:az
cc: Region I (Mike Smith)
General Files
Harold L. Olsen, Attorney for Columbia City
Roy Pyle, Resident Engineer

4V-495

TIDE CREEK – ST HELENS UNIT GOBLE – ST HELENS SECTION LOWER COLUMBIA RIVER HIGHWAY COLUMBIA COUNTY				SHEET No. 12
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	F-27(5)		

Rev. 1-18-67 R/W Line - Sta 490 Rt.
REVISED AS CONSTRUCTED
6-67 CONTRACT 4186

Section of 4" Main probably removed

Probable route of relocated 4" Water Main

West City Limits of Columbia City

EQUATION

Houlton Sheet 10

Sec. 28 T.5N., R.1W. W.M.

STREET

STREET

STREET

STREET

STREET

COLUMBIA

CITY

THIRD

FIFTH

NORTHERN PACIFIC R.R.

R/W Line

R.R. R/W

Const Approach

Const Approach Lt

Const Approach Rt

Const Approach Rt. Inst 12" Pipe-39

Const Approach Rt. Inst 12" Pipe-60 Str. Exc 4 C.Y.

Const Approach Lt

Approach Lt

Approach Rt.

Const Approach Inst 12" Pipe-39

Const Approach Inst 12" Pipe-63

Const Approach Inst 18" Pipe-63

Const Approach Unsurveyed

Const Approach Inst 12" Pipe-39

Const Approach Inst 12" Pipe-60

Const Approach Inst 12" Pipe-63 Str. Exc 10 C.Y.

8" Water Main

4" Water Main

4" Water Main

4" Water Main

8" Conc. Pipe-24"

12" Conc. Pipe-24"

12" Conc. Pipe-24"

Pavement Removal 1000 Sq. Yds

473+05 to 476+00 Type 1 Fence S.F.O.

477+00 to 479+85 Type 1 Fence S.F.O.

Inst 12" Pipe-60

400' Spiral S: 3°00' θ: 0.25

EQUATION

EQUATION

West City Limits of Columbia

Joseph Co. Line Rd.

Haul on Sheet 10

Haul on Sheet 10

Haul on Sheet 10

Haul on Sheet 10

Haul on Sheet 11

Subgrade

Borrow Material (From Gravel Area Sta. 327) See Sheet 7

Gen Exc Location A Sta. 420 to 534

Roadbed Widening & Shaping Work See Note on Sheet 11

Proposed Permt Grade at ℄

300 V.C.

Exc 49 Emb 43

Exc 237 Emb 206

Exc 3209

Emb 3743

Exc 3229

Emb

15½%

10%

0.00

97.93

420

440

460

480

500

520

540

560

580

600

620

640

660

680

700

720

740

760

780

800

820

840

860

880

900

920

940

960

980

1000

1020

1040

1060

1080

1100

1120

1140

1160

1180

1200

Sec. 28 T.5N.

STREET

SECOND

STREET

Jacob Copley DLC No. 41

STREET

THIRD

STREET

COLUMBIA

CITY

FOURTH ST.

FIFTH

Const Approach

R/W Line

Const Approach Unnamed

Const Approach Inst. 12" Pipe-39'

Const Approach Inst. 12" Pipe-63'

Const Approach Inst. 18" Pipe-63'

Approach Lt

Approach Rt.

Const. Approach Rt.

Const Approach Rt. Inst. 12" Pipe-39'

Const Approach Inst. 12" Pipe-63' Str. Exc. ADC.Y.

Special Borrow Material (From Gravel Area Sta. 327) See Sheet 7

Gen. Exc. Location A Sta. 470 to 534

Finished Pavmt Grade at ℄

Roadbed Widening & Shaping Work See Note on Sheet 11

Haul on Sheet 10

Sta 437 to 470

Sta. 470 to 534

300 VC.

200 KC.

10444

15½

10

0.00

From Sta. 376+90

From Sta. 417+30

From Sta. 478+30

From Sta. 490+18

Exc. 237

Emb. 206

3782

437

483

470

515

TIDE CREEK - ST HELENS UNIT
GOBLE - ST HELENS SECTION
LOWER COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

SHEET NO. 13

FED ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
6	OREGON	F-27(3)		

Section of Water Main removed

New Water Main Installed

Sec. 28
Sec 33

Const Approaches, Inst Sight Post-2

Const Approaches (Gravel Connection) Inst Sight Post-3

Const Metal Guard Rail 75'

Const Approaches Inst 12" Pipe 45'

Sta 512+80 N 525.70 Type 1 Fence

Approach 12" Pipe 24'

Approach 12" Pipe 24'

Approach 12" Pipe 48'

Approach Unpaved Connection Inst 12" Pipe 24' Str. Exc. 3 C.Y.

Approach 12" Pipe 24'

Approach 12" Pipe 24'

Approach Unpaved Connection Inst 12" Pipe 24' Str. Exc. 3 C.Y.

Const Approaches Inst 12" Pipe 24' Str. Exc. 3 C.Y.

Const Approaches Inst 12" Pipe 24' Str. Exc. 3 C.Y.

Inst Sight Post

Inst Sight Post

Inst Sight Post

Finished Pavt at Grade 24 Lt. 6" C.R. Lower Edge of Pavmt

Cut & Set Post Subgrade Pavmt Rock Exc.

Cut & Set Post Subgrade Pavmt Rock Exc.

Cut & Set Post Subgrade Pavmt Rock Exc.

T. 5 N., R. 1 W. W. M.

NORTHERN PACIFIC R.R.

PA #6
Appr & Parking Area R.R. R/W Line 2

Curb
Catch Basin
8" Pipe -111'
S.F.O. 233
Gutter Type Drwint Gate

PA #4
4 Re-Taining Walls

Approach

Const Approaches and Connect'g Rd

Const Approaches & Gravel Connect'g Rd 15' St. Fence

Const Approaches

Inst Sight Post-3

Inst Sight Post-2

Const Metal Guard Rail 79'

Const Approach Inst 12" Pipe-21

Const Approach Inst 12" Pipe-27

Const Approach Inst 12" Pipe-21

Const Approach Inst 12" Pipe-30

Const Approach Inst 12" Pipe-30

Approach Inst 12" Pipe-24'

R/W Line

Const Approach Inst 12" Pipe-21

Approach Unpaved 12" Pipe 24'

Const Approach Inst 12" Pipe-24'

Approach 12" Pipe 33'

Approach 12" Pipe-24'

Approach 12" Pipe-24'

Unpaved Connect'g Rd

Joseph Caples DLC No 42
Abraham G. Nier DLC No 56

Sec. 28
Sec. 33

PI 511+36.72
N 815,684.87
E 1,411,603.46

Const Approach Inst 12" Pipe-24'

Approach Unpaved

Approach

Approach

Const Approach

Const Approach

Const Approach

Const Approach

Approach

Approach and Unpaved Connecting Rd

Const Approach

Const Approach

Const Approach

Const Approach

Approach

Approach

T.5N., R.

City Limits
Columbia City

NORTHERN PACIFIC R.R.

+00 12" Pipe -39'
(Drain P from Spring)

+79 Catch Basin
Inst 12" Pipe -132'

+73 Extend 18" Conc Pipe -42'

Inst 3 Sight Post

Const Approaches and Connecting Rd.

PA #6
Appr & Parking Area R.R. R/W Line 2

Curb
Catch Basin
8" Pipe -111'
S.F.O. 233
Gutter Type Droint Gate

PA #4
& Retaining Walls

Approach

R/W Line

+90
Const Approach
Inst 12" Pipe-24'

+23
Const Approach
Inst 12" Pipe-30

+35
Const Approach
Inst 12" Pipe-21

+40
Const Approach
Inst 12" Pipe-21

Const Approach
Inst 12" Pipe-27

+82
Const Approach
Inst 12" Pipe-30'

+47
Const Approach
Inst 12" Pipe-21

+35
Approach Unpaved
12" Pipe 24'

+25 2 Conc Pipe -57' (in pl) Remove
+28 Inst 18" Pipe -72'

Joseph Caples DLC
Abraham G. Nief

+33 Set P.K.

497+30 Inst 18" Pipe -36'

494+90
Remove 12 C.P. 21 L.F. Ex.
Const Approach
Inst 12 Pipe -30
Str. Exc. 2 C.Y.

492+22
Remove 12 C.P. 30 L.F. Ex.
Const Approach
Inst 12 Pipe -30
Str. Exc. 5 C.Y.

488+97
Remove 12 C.P. 21 L.F. (Est.)
Const Approach
Inst 12 Pipe -21
Str. Exc. 3 C.Y.

500+40
Remove 12 C.P. 21 L.F. (Est.)
Const Approach
Inst 12 Pipe -21
Str. Exc. 3 C.Y.

504+92
Remove 12 C.P. 21 L.F. (Est.)
Const Approach
Inst 12 Pipe -30
Str. Exc. 2 C.Y.

507+98
Remove 12 C.P. 30 L.F. (Est.)
Const Approach
Inst 12 Pipe -21
Str. Exc. 3 C.Y.

505+35
Appr. Unpaved
12" Pipe 24'

505+00
Const Approach
Inst 12" Pipe -21'
Str. Exc. 2 C.Y.

Remove 12" Armco (Clear) Pipe -42'
Remove 18" Conc Pipe -92'
Str. Exc. 8 C.Y.

Remove 12" Conc Pipe -42'
Str. Exc. 5 C.Y.

Catch Basin
Inst 12" Pipe -117'

3 Storm Post

Finished Pavement Elev
Subgrade Elev

Sta. 501+25 to Sta. 502+70
Appr & Parking Area
Conc Curb
Catch Basin
& Conc. Pipe -111'

Sta. 505+00 to Sta. 505+52
at base Retaining Walls

Manhole

Elev 1120
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ROBERT R. VAGT
HAROLD L. OLSEN
ALLAN H. COON

VAGT, OLSEN & COON
ATTORNEYS AT LAW
BENNETT BUILDING
P. O. BOX 973
275 STRAND ST.
ST. HELENS, OREGON 97051

November 8, 1976

Mr. Adrian Olson
State Highway Building, Room 218
Salem, Oregon

Re: Chimes Crest Water

Enclosed are copies of the Columbia City papers regarding the Chimes Crest Water.

Very truly yours,

VAGT, OLSEN & COON

By Harold L. Olsen
Harold L. Olsen

kmc
Enc.

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
Trindl

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ROAD DESIGN SECTION

Requires Reply ☐
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Return To
Bring Up ___/___/___
Other

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

SEP 2 RECD

August 28, 1975

Vagt, Olsen & Coon
Attorneys at Law
P. O. Box 973
St. Helens, OR 97051

Attention Mr. Harold L. Olsen
City Attorney for Columbia City

RE: CITY OF COLUMBIA CITY

Dear Sir:

This is in answer to your letter dated 20 August 1975 concerning the payment to the City of Columbia City for water line adjustments done by the city during the widening of Highway 30 in 1954-55.

Please find attached a copy from the Cardex File kept by our utility auditor in the Highway Division Accounting Section in Salem. He has certified that it is a true copy of the original document. It indicates that a total of $6,017.31 was paid to Columbia City Municipal Water Works in three payments, as shown on the attached copy.

I hope that this will be sufficient information to answer your request.

Sincerely,

M. B. Smith
Region Office Engineer

Attachment

FORM A 1725 2M 1-54

CLAIMANT Columbia City Municipal Water Works ADDRESS Columbia City

ESTIMATE OR FILE NO.	DESCRIPTION OF CLAIM	DATES FROM	DATES TO	VOUCHER NO. 1954	AMOUNT
	Mowing - Cont. 4185	2-1	8-20	18008	2.089.27 E
	Rock water line - Cont 4135	7-1954	9-1-1955	VC 314	3.768.03 E
	Planting supplies		1-22	21605	160.01 E

00S

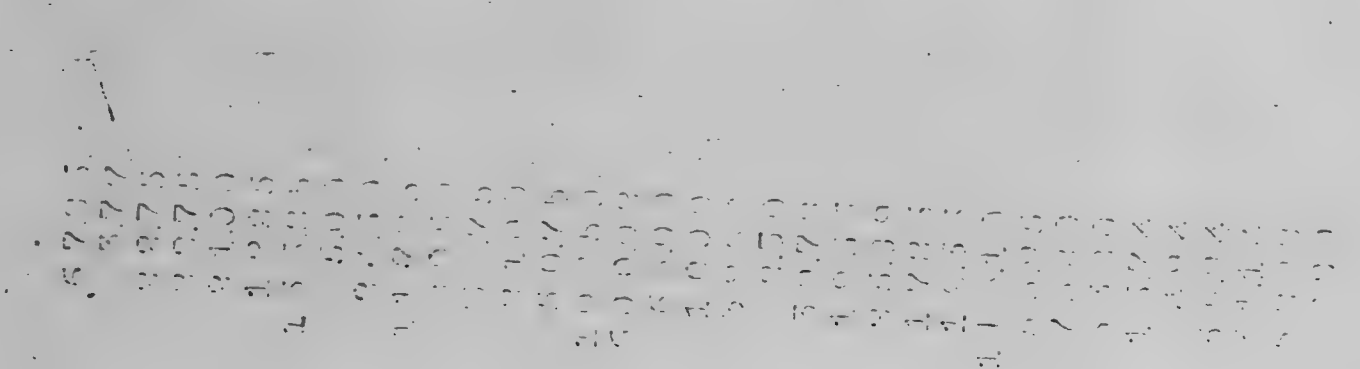
00T

2,089.27
3,768.03
5,857.30S

160.01
6,017.31T

Certified a True Copy of
original document.

Gene Hickam
Utility Auditor
Ind. State Highway Division



COLUMBIA CITY MUNICIPAL WATER WORKS

Statement of costs for moving water lines for State Highway.

February 1934

		Total
Labor		
Ernest Harrington	36 hrs. @ 1.93½	$67.26

June 1934

Labor		
Ernest Harrington	2 hrs. @ 1.88½	$ 3.77
Arthur Corra	15 hrs. @1.75	22.75
Richard Cortler	13 hrs. @1.75	22.75
Clyde Bigler	12 hrs. @1.75	21.00
Ronald Nelson	7 hrs. @1.75	12.25
Leo Construction Co.	12½hrs. @12.50	$156.25
Leo Construction Con (Moving tractor)		5.00
(Tractor with Dozer fully operated) model PDE Cletrac.		
Norbert Sandstrom	14 hrs. @1.75	24.50

July 1934

Gerhardt Holtz	67 hrs. @1.75	$117.25
Ronald Hausley	43 hrs. @1.75	$ 80.50
John Lay	21 hrs. @1.75	$ 36.75
John Hoglund	12 hrs. @1.75	$ 21.00
Ronald Nelson	29 hrs. @1.75	$ 50.75
Arelio Adams	62 hrs. @1.75	$108.50
(Consolidated Supply Co. 46uft. C.I. 4in. pipe 128.21 per 100 ft.)		
Clyde Bigler -16 hrs @ 1.75		1000.02 28.00
Wattora Concrete Products, Shovok Cl	10.00	65.00
Moving Shovok		10.00
Parker Truck Line	June Fright	30.69
Telephone calls Long Dist. Waterworks Supply Co		
Consolidated Supply Co.		2.30

(Pl.) total 2089.27

Elva A. Harrington
City Recorder.

9-7-34 Received from St.

	Amount	Price Each.	TOTAL
Curb Stops	10	@ $ 3.91	$ 39.10
4 in. 1 90° C. I. Ells	2 (July)	5.76	11.52
4 in. 22½ C. I. Ells	3	6.63	19.89
4 in. 45° C. I. Ells	2	8.63	17.26
6 in. X 4 in reducer	1	12.00	12.00
4 in. N. R. gate valve	3	37.70	113.10
3 in " " " "	1	33.33	33.33
Calking lead	400 lbs.	18.80	75.20 -
4 in gate valve C. I. and Yoe		33.00	33.00
54 lbs oakum		@ .31 per lb.	16.74
6 in C. I. pipe 10 inches		4.04	4.04

August 1934

Valve 6 inch C. I. ball end(1)		333.34	33.34 —
6 in. C. I. pipe	1	31.14	31.14 —
Lead six lbs	4	12.00	12.00 —
Loud	200 lbs.		10.00 —

Notation in receipts in "Treasurer's Cash Book", 1954-5

Dec. 9, 1955 State Highway Department $3,768.03 Refund money due Mun. W. Works for moving pipe line on Chines Crest and in City limits

Jan. 3, 1956 State Highway Deptartment, State of Oregon $160.01 bill that was mislaid, repairs for Water Works, paid for by state

STATEMENT OF COSTS FOR MOVING WATER LINES FOR STATE HIGHWAY DEPARTMENT
COLUMBIA CITY MUNICIPAL WATER WORKS
WATER WORKS SUPPLY COMPANY

July 1954

41	Amount	Price Each	Total
4 inch valve	1	$ 37.70	$ 37.70
4 inch G.I. Tees	1	16.10	16.10

December, 1954

3 inch Gate valve	2	30.95	61.90
3 inch Dresser coupling	4	11.08	44.32
3 inch G.I. Flange and spigot	4	9.63	38.52
5/8 x 2½ inch machine bolts		16.35	2.70
3 inch cuting gaskets	4	.20	.80

November, 1954

3 inch D. Jones S.F.B. x 3/4	3	2.20	6.60
1 inch P. T. service clamps	2	2.88	5.76
1 inch coupling stops	2	2.32	4.64
3/4 inch coupling stops	3	1.98	5.94
6 inch G. I. pipe 18 feet at $1.82 per ft.	18 ft.	1.82	32.76
3 inch gal. pipe T and C 21 feet	21 ft.	92.32	19.39
3 inch D. style dresser coupling	2	3.35	6.70
3 inch I. D. dresser coupling	6	3.35	20.10
4 inch dresser coupling	4	7.40	29.60

June 1955

4 inch machine joint G.I. ells	2	12.81	25.62
4 inch machine joint G.I. ells 22½°	2	12.81	25.62
4 inch machine joint G.I. ells 11½	2	12.81	25.62
Cutter wheel for No. 4 rigid	1	1.35	1.35
No. 50 heavy duty cutter wheel for Ellis Ford cutter	2	1.54	3.08
4 inch dresser coupling	4	7.70	30.80
4 inch gate valve	1	44.60	44.60

July - 1955

18 foot G.I. oll and spigot pipe	18ft.	$ 1.82	$ 32.76

August, 1955

		8.63	8.63
4 inch G. I. 22½ elbow	1	8.63	8.63
4 inch G. I. 11¼ olls	1		
4 inch G. I. bell end spigot 90° ells	1	9.20	9.20

January, 1955

	609 ft.	$ 44.76	$ 272.59
2 inch gal. pipe	12	1.99	23.88
2"x2"x3/4" Gal. Tees	6	1.28	7.68
2 inch gal. 90° ells	12	1.38	16.56
2 inch gal. 45° ells			

Freight

L. C. Hall	December 1954	$ 3.33
Farneys	October 1954	1.70
Farneys	December 1954	2.22
L. C. Hall	February 1955	9.23
Farney	June 1955	3.25
Farney	December 1954	.85
L. C. Hall	July 1955	2.92
Farney Freight	August 1955	9.18

Labor

August 1954 October 1954

	Hours	$ 1.75 per. hr.	
R. E. Nelson	36		$ 63.00
Ray Livingston	11½		21.13
Clarence Wagner, surveyor- West side of highway			25.00
H. J. Sandstrom	29		50.75

November 1954

	6 hrs.	$ 10.50
H. J. Sandstrom	21	36.75
R. E. Nelson	17	28.75
G. A. Russell		

December 1954

	30 hrs.	$ 52.50
John Hoglund	7	12.25
R. E. Nelson	44½	77.81
John Hoglund	1::	:1.00
John Hoglund		

March 1955

Labor	Hours	$1.75 per hr.	Total
R. E. Nelson	15 hrs.		$ 26.25
John Mann	6½		11.38
G. A. Russell	10½		18.51
W. C. Davis	66		115.50
John Unversaght	66½		116.38

June 1955

John Unversaght	26 hrs.	$ 45.50
John Heglund	42	73.49
H. J. Sandstrom	24½	42.88

August 1955

John Heglund	7 hrs.	$ 12.25
John Unversaght	20	35.00
		896.67

October and November, 1954

Szedlak - Plumbing and Heating	$ 39.63
Szedlak - Plumbian and Heating	216.00
Freeland Electric ditch digging	98.35
Watters Concrete Co. ditch digging	75.00
Watters Concrete Co. 5½ hrs. shovel at $10.00 per hr.	65.00
Watters Concrete Co. 13/4 hrs. " " " " "	17.50
Watters Concrete Co. 4 hrs. " " " " "	40.00
Russell Boulby hauling pipe	51.50
Russell Boulby bull dozer work	14.00
Watter's Ditch digging	86.25
Watters ditch digging	163.75

September 1955

Labor	Hours	$1.75 per hr.	Total
John Unversagt	7		$ 12.25
John Mann	49		85.75
W. C. Davis	11		[illegible]
H. J. Sandstrom	[illegible]		[illegible]
R. E. Nelson	27		[illegible]

June 1954 to September 15, 1955

		$160.45
Industrial Accident Commission coverage from June 1954 to Sept. 1955		
Elva Harrington - Administration fees	62.00	138.95

Setpember to June 1955

Telephone calls to Water Works Supply Co.

Portland	3 calls	$1.90	$
Portland	2	.85	
Portland	1	.55	
Portland	1	.45	
Portland	1	.55	$ 4.30

April - May - June - 1955

Szodlak Plumbing and Heating	$339.76
Rogers - gas & oil for city truck hauling pipe	5.69
Vaughns Hardware - ells, supplies repair pipe line	7.01
Water works supplies Co. rent for pipe cutter	# 2.50
..... 100lb. lead	18.80

July, August, 1955

Szodlak Plumbing and heating	$144.10
Houlton Hardware - 1 tap	4.55

Waterworks — 160.01

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

August 27, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Vagt, Olsen & Coon
Attorneys at Law
P. O. Box 973
St. Helens, OR 97051

Attention Harold L. Olsen
City Attorney for Columbia City

RE: CITY OF COLUMBIA CITY

Dear Sir:

In answer to your letter dated 20 August 1975 concerning the payment to the City of Columbia City for water line adjustments done by the city during the widening of Highway 30 in 1954-55.

Attached is a copy from the Cardex File kept by our utility auditor in the Highway Division Accounting Section in Salem. He has certified that it is a true copy of the original document. It indicates that a total of $6,017.31 was paid to Columbia City Municipal Water Works in three payments, as shown on the attached copy.

I hope that this will be sufficient information to answer your request.

Sincerely,

M. B. Smith
Region Office Engineer

Attachment
MBS/cr
bc H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
AUG 28 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 29 '75
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

Form 81-734-3122

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

August 27, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Vagt, Olsen & Coon
Attorneys at Law
P. O. Box 973
St. Helens, OR 97051

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City Attorney for Columbia City

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Sincerely,

M. B. Smith
Region Office Engineer

Attachment
MBS/cr
bc H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
AUG 28 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3122

Dat 8-21

ASSIGNED TO COULTER By FBK No. 1098

Letter From Harold Olsen, City attorney for Columbia City

Dated 8-20

Has Been Acknowledged By

RE: Water pipeline relocation--payments, maintenance, etc.

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS: Please reply direct; copy FBK

PLEASE RETURN TO
F. B. KLABOE

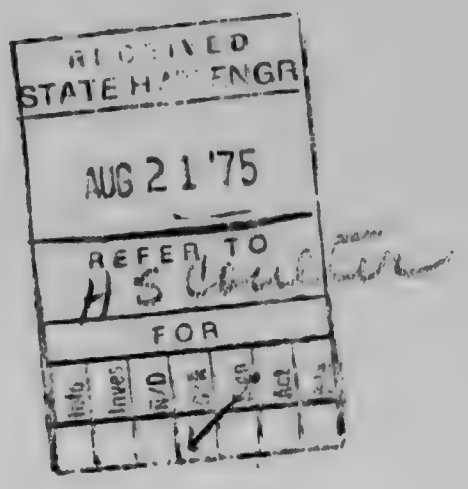
Report Received Completed 5-28

To Commission Agreement

File Closed

OLSEN & COON
ATTORNEYS AT LAW
BENNETT BUILDING
P. O. BOX 973
275 STRAND ST.
HELENS, OREGON 97051

ugust 20, 1975



partment

is involved in a conflict over a
ated in the State Highway just out-
f the Columbia City limits in an
. The conflict involves the question
the repair and maintenance of the
the City claims ownership, it con-
fited by the water pipeline are
maintenance, upkeep and replace-

hway 30 was widened in the area
as located. There was some dis-
cussion about relocating the water pipeline, and possibly some modifications were made even though most of the pipeline was not relocated. The State may have offered to pay some portion of the cost of relocation, but I am not sure of that fact. I would like to know if your records reflect such an offer having been made and what the outcome of that offer was.

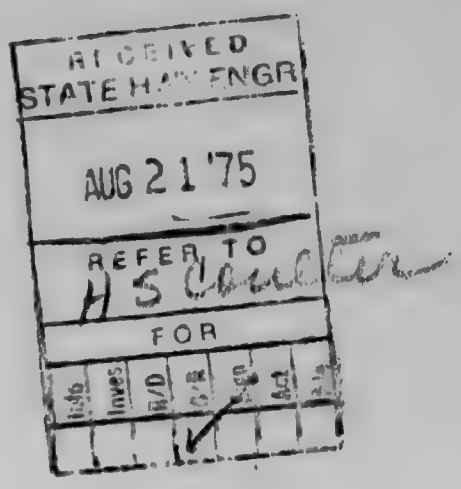
I have also been told that the State paid something like $6000 to Columbia City for the cost of relaying the water lines. The records that I have been able to find in the City show that there was a payment in December of 1955 of $3768.03 and a further payment in January of 1956 of $160.01. There are no records of any further payments having been made. I would like to know what your records indicate as far as what payments were made and why they were made.

I realize that these events took place quite sometime ago and that it might be difficult for you to find any records regarding

ALLAN H. COON

VAGT, OLSEN & COON
ATTORNEYS AT LAW
BENNETT BUILDING
P. O. BOX 973
275 STRAND ST.
ST. HELENS, OREGON 97051

August 20, 1975



State of Oregon Highway Department
Salem, Oregon

Re: City of Columbia City

Gentlemen:

The City of Columbia City is involved in a conflict over a water pipeline that is located in the State Highway just outside of and to the South of the Columbia City limits in an area known as Chimes Crest. The conflict involves the question of who is responsible for the repair and maintenance of the water pipeline. Although the City claims ownership, it contends that the people benefited by the water pipeline are responsible for paying the maintenance, upkeep and replacement of the line.

In 1954, 1955 or 1956, Highway 30 was widened in the area where the water pipeline was located. There was some discussion about relocating the water pipeline, and possibly some modifications were made even though most of the pipeline was not relocated. The State may have offered to pay some portion of the cost of relocation, but I am not sure of that fact. I would like to know if your records reflect such an offer having been made and what the outcome of that offer was.

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I realize that these events took place quite sometime ago and that it might be difficult for you to find any records regarding

it. However, any help that you can give me will be appreciated.

Very truly yours,

VAGT, OLSEN & COON

By Harold L. Olsen
Harold L. Olsen, City Attorney
for Columbia City

HLO/nm

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • PHONE — 653-3090

June 4, 1975

Robert W. Straub
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mr. George VanNatta
VanNatta and Petersen
Attorneys at Law
222 South First Street
St. Helens, Oregon 97051

Re: Relocation of Columbia City and Private Water Lines - Chime Crest Area
Tide Creek - St. Helens
Columbia River Highway
Contract No. 4185

Dear Mr. VanNatta:

Your letter of May 23, 1975 to the Oregon Highway Commission was forwarded to my office for reply.

Project records indicate that an Order For State Force Work was written to compensate Columbia City for their costs incurred in relocating Columbia City and private water lines which were disrupted by highway construction. A State Force Order is a document which is written to authorize payment based upon estimated costs prior to performance of the work. The actual payment to Columbia City exceeded the authorized amount by $1,017.31, for a total of $6,017.31 for materials, labor and equipment necessary to perform the work.

A copy of the State Force Order is attached.

Sincerely,

ORIGINAL SIGNED BY.
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

RECEIVED
JUN 4 1975
Office of
Assistant State Highway Engineer

RECEIVED
HIGHWAY ENGR.
JUN 5 '75
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Ltr | File

NOTED
H.S.COULTER

DB/lms
bc: H. S. Coulter

E-123

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Tide Creek - St. Helens Unit Date June 10, 1954

Highway Columbia River Contract No. 4185 F. A. Project No. F-27(5)

County Columbia Prefix 5-1028 Account No. 435-230

Description of Work To Be Done:

Revise sections of Columbia City water system and private water lines disrupted by highway construction.

Location by Station Numbers:

480/00 to 528/00

Estimate of Quantities and Costs:

Materials, Labor and Equipment Rental ---- ~~$5,000.00~~ 5000 00

Explanation:

Work to be done by Columbia City on their own and private lines and facilities of water system actually disrupted by construction, as per Mr. Williams' letter to Mayor Taranoff dated May 14, 1954.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$509,413.22
Present estimate of project cost, including ~~$5002.00~~ for work under this order	~~$509,413.22~~
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

A. G. SKELTON

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction—Bridge—Engineer

Approved [signature] Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.

State Printing 60745

REFERRED BY:

F. B. Klaboe
A.E. Johnson xx

No. 1377

Date 5/28/75

To Coulter

	Acknowledge
	Investigate
	Action
	Direct Reply-bc this office
xx	R/D Reply
	Signature
	Information
	File

Letter from:
George G. VanNatta, VanNatta & Petersen, Atty:
St. Helens
Dated: 5/23/75
Re: records of payment to Columbia City for re-building water line under Tide Creek-St. Helens Section of Columbia R. Hwy (Chime Crest area)

Date Completed: 6-4-75

AND PETERSEN
NEYS AT LAW
RAY BLDG.
D. FIRST STREET
S, OREGON 97051

23, 1975

ion

e residents of the Chime Crest area,
atherly line of the City of Columbia
ter of a mile South of the City, we
mbia City over some water lines.

nts say that you wanted to widen your
of the water lines and that you paid
an allowance towards the rebuilding
osed to have happened in 1955.

We are wondering if there is any possibility that you would have any records of such a transaction; and if you do have, we would like to know what we have to do to find out what they show.

Yours very truly,

George G. VanNatta

GV:v

RECEIVED
MAY 28 1975

RECEIVED
STATE HWY ENGR
MAY 27 75
REFER TO
Coulter
FOR
Info | Inves | R.D | D/R | Sign | Act | File

GEORGE G. VANNATTA, PHONE 397-0513
AGNES MARIE PETERSEN, PHONE 397-4091
ROBERT P. VANNATTA, PHONE 397-4091

VANNATTA AND PETERSEN
ATTORNEYS AT LAW
GRAY BLDG.
222 SO. FIRST STREET
ST. HELENS, OREGON 97051

May 23, 1975

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Sirs:

In behalf of some residents of the Chime Crest area, which is a spot from the Southerly line of the City of Columbia City to a point about a quarter of a mile South of the City, we have a controversy with Columbia City over some water lines.

Some old residents say that you wanted to widen your highway right over the top of the water lines and that you paid Columbia City some kind of an allowance towards the rebuilding of the lines. This is supposed to have happened in 1955.

We are wondering if there is any possibility that you would have any records of such a transaction; and if you do have, we would like to know what we have to do to find out what they show.

Yours very truly,

George G. VanNatta

GV:v

RECEIVED
STATE HWY ENGR
MAY 27 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAY 26 1975

6. C

FOR FILING

F 27(5)

1165

May 14, 1954

Honorable Peter P. Taranoff
Mayor
Columbia City, Oregon

Dear Sir:

Mr. W. W. Dillard, City Attorney, directed a letter to me, dated May 3, in which he asked that I communicate with you regarding the necessary revisions in the Columbia City and Chimes Crest water systems occasioned by the reconstruction of the Tide Creek-St. Helens Section of the Columbia River Highway.

The State Highway Commission will bear the expense of the necessary revisions that are actually occasioned by reason of the construction work. The above is limited to such sections of the lines or other facilities that are actually disrupted by the construction operations and does not include work in areas where the lines are not actually disturbed.

I will have our field engineers contact you in the near future and delineate what portions of the lines are to be revised, so there will be no misunderstanding.

I appreciate the City's offer to cooperate by vacating lines of alleys so that this needed improvement may be built.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper

FC:js fp

FORM E-20 3M 9-51 68816

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Referring to the letter from the City of Columbia City to Mr. Baldock dated May 3, 1954, I wish to advise that as a part of the reconstruction of the Tide Creek-St. Helens Section it will be necessary to revise portions of the Columbia City water system and an extension of the water system which serves the Chimes Crest area immediately to the south. The preliminary estimate is $5,000 for accomplishing the necessary changes of the system both inside and outside of Columbia City.

It is recommended that authority be requested from the Highway Commission to proceed with the necessary water system revisions.

Forrest Cooper
Ass't. Construction Engineer

NOTED
W. C. WILLIAMS

FC:js

Encl.

The City of Columbia City

OFFICE OF THE RECORDER
COLUMBIA CITY, OREGON

May 3, 1954

REFERRED TO
Williamson.
State Highway Engineer
Please prepare answer

Honorable R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Re: The City of Columbia City

Dear Mr. Baldock:

The mayor and members of the common council of the City of Columbia City have directed that I should comunicate with you for the purpose of ascertaining the plans of the commission with regard to relocation of Highway 30 through the City and in the area commonly referred to as Chimes Crest, which said later area adjoins the City on the south and is furnished with water through a main belonging to the City laid upon Highway right-of-way pursuant to permission granted several years ago.

There seems to have arisen some misunderstanding by reason of verbal statements and representations which may have been misunderstood, but which the mayor and council believed to be and accepted as commitments on the part of the commission. For instance, I am informed that the City Council in meeting assembled was advised by persons apparently speaking for the commission that all of the City's pipe line extending into and through Chimes Crest, as well as other lines within the City limits would be immediately moved to or adjoining the new easterly edge of the right-of-way and that the City should proceed immediately to make the said change in location and that the Highway Commission would re-imburse the city for all expense involved, except the replacment of any old pipe by new in the event the City saw fit to make any such replacement. The City Recorder has now informed the mayor and council that some representative of the Commission called at her home and informed her that those plans had been changed, the entire nature of which change was not made completely clear. This has resulted in a misunderstanding, or rather, a lack of sufficient understanding and the council feels that it would clarify the situation if the commission would submit it's proposal or proposed plans in writing in order that the two bodies may arrive at a meeting of the minds and without question on the part of either of authority to speak.

The authorities of the City of Columbia City desire to co-operate with your commission and to comply with every proper request for vacation of portions of alleys, but there is uncertainty in the minds of said authorities concerning the wishes of said commission in these respects and it is readily apparent that your commission and the City must get together on a definitly stated program and plan.

I would suggest that comunications be addressed directly to the mayor, Mr. Peter P. Tarnoff, Columbia City, Oregon, thus saving considerable delay which might result from correspondence coming to my office first to be then forwarded by me to the mayor.

Very sincerely yours,

W. W. Neilland
City Attorney

RECEIVED
JAN 2 - 1957
FOR FILING
St. Helens-Tide Creek
Contract No. 4185
F-27(3)

December 12, 1956

FINAL COST ANALYSIS

Grading, Surfacing, and Paving
Parker-Schram, Contractor

Columbia River Highway
Prefix: 5-1028-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$26,575.00		$ 19,981.50	$ 26,575.00
Removal of Pavement	5,799.1	Sq. Yd.	.20	$ .20	1,176.88	1,159.82
Struc. Excav, Unclass.	1,611.78	Cu. Yd.	2.50	2.46	3,958.32	4,029.40
Trench Excav., Unclass.	1,486.7	Cu. Yd.	1.00	1.36	2,028.59	1,486.70
Spec. Borrow Excav., Unclassified	42,377	Cu. Yd.	.33	.289	12,248.24	13,984.41
Gen. Excav., Loc. "A", Unclassified	213,595.3	Cu. Yd.	.20	.28	60,176.91	42,721.78
Gen. Excav., Loc. "B", Unclassified	10,376.7	Cu. Yd.	1.25	1.56	16,191.88	12,970.88
Short Overhaul	323,270.1	Yd.Sta.	.01	.017	5,599.14	3,232.70
Long Overhaul	4,955.4	C-yd.Sta.	.36	.62	3,083.67	1,781.78
Truck Haul on Special Borrow	86,004	Yd. Mi.	.11	.19	16,341.63	9,460.44
Roadbed Widening & Shaping	2.8	Miles	1,000.00	2,125.76	5,952.14	2,800.00
Finish, Roadbed & Slopes	4.45	Miles	500.00	493.34	2,195.53	2,225.00
Rounding Cutbanks	12,866	Lin.Ft.	.12	.125	1,604.00	1,543.92
12" Conc. Pipe	1,776	Lin.Ft.	2.20	2.06	3,661.15	3,907.20
18" Conc. Pipe	1,491	Lin.Ft.	4.00	3.99	5,953.39	5,964.00
36" Conc. Pipe	80	Lin.Ft.	9.50	7.93	634.26	760.00
42" Conc. Pipe	28	Lin.Ft.	12.00	14.75	412.88	336.00
12" Corr. Metal Pipe	288	Lin.Ft.	3.00	2.94	848.30	864.00
18" Corr. Metal Pipe	366	Lin.Ft.	4.20	4.28	1,565.08	1,537.20
24" Corr. Metal Pipe	290	Lin.Ft.	6.35	5.24	1,519.19	1,841.50
84" Corr. Metal Pipe	77	Lin.Ft.	45.00	35.80	2,757.08	3,465.00
*Conc. Catch Basins	9	Each	65.00	60.00	540.00	585.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Class "A" Concrete	450.68	Cu. Yd.	$ 57.00	$ 48.91	$ 22,043.89	$ 25,688.76
*Metal Reinforcement	110,783	Lb.	.12	.12	13,293.96	13,293.96
Corr. Metal Sight Posts	73	Each	2.25	1.94	141.34	164.25
*Metal Guard Rail	3,514.5	Lin.Ft.	2.60	2.22	7,785.41	9,137.70
2½"-0 Mat'l in Base	61,939	Cu. Yd.	1.20	1.00	62,271.03	74,326.80
3/4"-0 Mat'l in Base & Shoulders	19,599	Cu. Yd.	1.80	1.77	34,721.12	35,278.20
Sprinkling	597.5	M/gal.	1.50	2.10	1,253.85	896.25
3/4"-0 Mat'l in Binder Course	1,916	Cu. Yd.	2.75	2.62	5,026.64	5,269.00
RC-3 Asph. in Binder Crse.	161.11	Ton	40.00	37.21	5,994.66	6,444.40
RS-1 Asph. in Shldr. Oil.	32.07	Ton	42.00	38.78	1,243.67	1,346.94
150-200 Asph. in Shoulder Oiling	112.12	Ton	40.00	36.78	4,123.77	4,484.80
Class "B" Asph. Conc.	21,784.55	Ton	5.25	5.11	111,235.70	114,368.99
Agg. in Shldr. Oiling	2,524	Cu. Yd.	3.50	1.90	4,785.02	8,834.00
*PA #1 Struc. Excav, Unclassified	48.88	Cu. Yd.	2.50	2.46	120.24	122.20
Class"A" Conc.	124.24	Cu. Yd.	57.00	45.50	5,652.92	7,081.68
Metal Reinforcement	22,318	Lb.	.12	.115	2,557.93	2,678.16
PA #2 Pit Run Gravel Backfill	558	Cu. Yd.	1.50	1.39	777.28	837.00
*PA #3 8" Perf. Metal Pipe, Coated	2,707	Lin.Ft.	2.30	1.76	4,764.32	6,226.10
Pervious Backfill Mat'l	527	Cu. Yd.	4.25	1.65	871.18	2,239.75
Struct. Excav.	590.03	Cu. Yd.	2.50	2.46	1,451.47	1,475.08
*PA #4 Class "A" Conc.	47.69	Cu. Yd.	75.50	66.49	3,142.29	3,600.60
* Class "B" Conc.	3.17	Cu. Yd.	75.50	66.49	239.34	239.34
Struct. Excav.	25.94	Cu. Yd.	4.50	2.46	63.81	116.73
Reinforcing Steel	2,152.03	Lb.	.125	.125	269.00	269.00
PA #5 Struc. Excav. Solid Rock	22.11	Cu. Yd.	12.00	26.85	593.65	265.32

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Class "A" Concrete	450.68	Cu. Yd.	$ 57.00	$ 48.91	$ 22,043.89	$ 25,688.76
*Metal Reinforcement	110,783	Lb.	.12	.12	13,293.96	13,293.96
Corr. Metal Sight Posts	73	Each	2.25	1.94	141.34	164.25
*Metal Guard Rail	3,514.5	Lin.Ft.	2.60	2.22	7,785.41	9,137.70
2½"-0 Mat'l in Base	61,939	Cu. Yd.	1.20	1.00	62,271.03	74,326.80
3/4"-0 Mat'l in Base & Shoulders	19,599	Cu. Yd.	1.80	1.77	34,721.12	35,278.20
Sprinkling	597.5	M/gal.	1.50	2.10	1,253.85	896.25
3/4"-0 Mat'l in Binder Course	1,916	Cu. Yd.	2.75	2.62	5,026.64	5,269.00
RC-3 Asph. in Binder Crse.	161.11	Ton	40.00	37.21	5,994.66	6,444.40
RS-1 Asph. in Shldr. Oil.	32.07	Ton	42.00	38.78	1,243.67	1,346.94
150-200 Asph. in Shoulder Oiling	112.12	Ton	40.00	36.78	4,123.77	4,484.80
Class "B" Asph. Conc.	21,784.55	Ton	5.25	5.11	111,235.70	114,368.99
Agg. in Shldr. Oiling	2,524	Cu. Yd.	3.50	1.90	4,785.02	8,834.00
*PA #1 Struc. Excav, Unclassified	48.88	Cu. Yd.	2.50	2.46	120.24	122.20
Class"A" Conc.	124.24	Cu. Yd.	57.00	45.50	5,652.92	7,081.68
Metal Reinforcement	22,318	Lb.	.12	.115	2,557.93	2,678.16
PA #2 Pit Run Gravel Backfill	558	Cu. Yd.	1.50	1.39	777.28	837.00
*PA #3 8" Perf. Metal Pipe, Coated	2,707	Lin.Ft.	2.30	1.76	4,764.32	6,226.10
Pervious Backfill Mat'l	527	Cu. Yd.	4.25	1.65	871.18	2,239.75
Struct. Excav.	590.03	Cu. Yd.	2.50	2.46	1,451.47	1,475.08
*PA #4 Class "A" Conc.	47.69	Cu. Yd.	75.50	66.49	3,142.29	3,600.60
* Class "B" Conc.	3.17	Cu. Yd.	75.50	66.49	239.34	239.34
Struct. Excav.	25.94	Cu. Yd.	4.50	2.46	63.81	116.73
Reinforcing Steel	2,152.03	Lb.	.125	.125	269.00	269.00
PA #5 Struc. Excav. Solid Rock	22.11	Cu. Yd.	12.00	26.85	593.65	265.32

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #6 Clearing & Grubbing	100%	All	$150.00	$150.00	$ 150.00	$ 150.00
Struc. Excav, Unclass.	12.65	Cu. Yd.	4.25	2.46	31.12	53.76
Gen. Excav., Unclass.	109.3	Cu. Yd.	.35	.28	30.60	38.26
8" Conc. Pipe	111	Lin. Ft.	1.05	.90	99.90	116.55
* Conc. Catch Basin	1	Each	65.00	60.00	60.00	65.00
* Class "A" Conc.	4.01	Cu. Yd.	57.00	48.91	196.13	228.57
2½"-0 Mat'l in Base	88	Cu. Yd.	1.60	1.00	88.00	140.80
3/4"-0 Mat'l in Base and Shoulders	24	Cu. Yd.	2.15	1.80	43.20	51.60
Class "B" Asph. Conc.	46.05	Ton	6.75	5.11	235.32	310.84
PA #8 RS-2 Asph. in Seal	93.26	Ton	51.00	40.83	3,808.08	4,756.26
PA #8 ¼"-0 Cr. Rock or Gravel	558	Cu. Yd.	4.50	3.25	1,813.50	2,511.00
*PA #9 Cement Adj., favor Contr.	48.24	Bbl.	3.81		183.79	183.79
PA #10 RS-1 Asph. in fog tack coat	11.36	Ton	158.17	140.35	1,593.87	1,796.81
Force Account					3,458.98	3,950.53
Lump Sum Deduction as per Contract:						- 2,223.75
					$474,614.74	$480.046.10

Gross Revenue	$480,046.10
Total Cost	474,614.74
Net Profit	$ 5,431.36

Net Profit Equals 1.13% of Gross Revenue

Contract No. 4185

DETAIL OF COST

Labor:

Labor	$94,819.03	
Labor Insurance	9,630.53	
		$104,449.56

Equipment Rental and Misc.:

Equipment Rental (Owned)	$105,010.92	
Equipment Rental (Rented)	25,795.75	
P.L. and P.D.	1,127.28	
Bond	3,251.34	
Gas, Oil, and Grease	20,115.54	
Move In and Freight	2,700.00	
Home Office and Overhead	14,401.38	
Misc. Supplies and Small Tools	1,800.00	
		$174,202.21

Materials:	Quantities	Unit	Unit Cost		
12" Conc. Pipe	1,776	Lin. Ft.	$ 1.05	$ 1,864.80	
18" Conc. Pipe	1,491	Lin. Ft.	2.14	3,190.74	
36" Conc. Pipe	80	Lin. Ft.	5.28	422.40	
42" Conc. Pipe	28	Lin. Ft.	6.80	190.40	
12" Corr. Metal Pipe	288	Lin. Ft.	1.90	547.20	
18" Corr. Metal Pipe	366	Lin. Ft.	2.65	969.90	
24" Corr. Metal Pipe	290	Lin. Ft.	3.81	1,104.90	
84" Corr. Metal Pipe	77	Lin. Ft.	27.01	2,079.77	
84" Corr. Metal Pipe Bands	3	Each	53.61	160.83	
Backfill Materials	1,085	Cu. Yds.	.91	987.35	
3/4"-0 Mat'ls in Asph. Conc.	17,464.48	Cu. Yds.	.91	15,892.72	
8" Perf. Metal Pipe	2,707	Lin. Ft.	1.46	3,960.32	
RC-3 in Binder	161.11	Tons	25.63	4,129.64	
RS-1 in Shoulder Oiling	32.07	Tons	26.66	855.08	
150-200	112.12	Tons	25.58	2,867.71	
Metal Sight Post	73	Each	.99	72.15	
Guard Rail	3,514.5	Lin. Ft.	1.35	4,744.58	
8" Conc. Pipe	111	Lin. Ft.	.40	44.40	
RS-2 Asphalt	93.26	Tons	27.24	2,542.81	
RS-1 Asph. in Fog Coat	11.36	Tons	26.66	302.86	
Explosives (Powder, Caps and Fuse)				1,672.08	
Plant Fuel and Haul	535.61	Bbl.	6.43	3,443.97	
Plant Asphalt and Haul	1,414.62	Tons	24.40	34,516.73	
2½"-0 Mat'l in Base	62,027	Cu. Yds.	.51	31,588.89	
3/4"-0 Mat'l in Base and Shoulders	24,063	Cu. Yds.	.91	21,897.29	
Muck Sand	2,832	Cu. Yds.	1.37	3,881.25	
Force Account				3,438.98	
					$147,370.75
Work done by Snook Bros.					$ 48,592.22
					$474,614.74

Remarks:

This was a "Regular Federal Aid Project" calling for construction of 6.36 miles of highway roadbed, involving approximately 216,500 cubic yards of general excavation, 17,000 cubic yards of special borrow excavation, and 2.80 miles of roadbed widening and shaping, rock base and shoulders, involving approximately 86,000 cubic yards of crushed materials, and asphaltic concrete pavement involving approximately 23,000 tons of asphaltic concrete, and construct oil mat wearing surface, Type O-11 modified on highway shoulders.

The northerly end of the project is at Station 88+00, which station is about 200 feet south of Tide Creek and approximately 3.7 miles south of Goble. The south end of the project is at Station 568+09, which station is at the north city limits of St. Helens. The overall length of the project is 6.41 miles. The net length of the grading and paving work is 6.36 miles.

The contract was bid April 1, 1954, work was started June 1, 1954 and was completed October 15, 1955. Final estimate was received August 16, 1956.

Clearing work started June 1, 1954 and progressed steadily as could be expected with power poles and utilities in the way. Grading started shortly after; general excavation "A" was extremely wet and unstable from Station 88+00 to Station 265+00. Production was very slow and part of it had to be removed with dragline. Cats and carryalls would become mired down and stuck, rain and wet weather further hampered progress. General excavation "B" was made difficult by the presence of dwellings and business places. Pipe work in general showed slight profit. Concrete work was done by Snook Bros. on a joint venture agreement. All crushed materials were produced by prime contractor from State-owned source and also produced enough aggregates for 3 other State contracts. Rejects ran as much as 300 yards a shift and were unsuitable for use.

The contractor's paving crew came down from Portland and laid the Class "B" asphaltic concrete.

Equipment used on Project: seven Euclid tractors with bottom dumps, three end dump trucks, eight Ford dump trucks, three DW-20's with scrapers, three carryalls, five D-8's with dozers, one D-6 with dozer, two 12 Patrols, one 2½-yard shovel, one 1½-yard shovel, one 3/4-yard shovel, two compressors, two rollers, one ripper, one Cleveland ditch digger, crushing plant, paving and mixing plant, two Barber Greene paving machines, three pickups and miscellaneous small tools.

The contractor's equipment was in good shape, but frequent rain and cloudy weather never permitted full capacity operation. Unsuitable materials were hauled and wasted. This material was very expensive to move due to the large content of moisture and its unstable condition. The crushing of the 3/4-0 aggregates and oil rocks were very expensive due to wet conditions of the materials and the large amount of rejects which were unsuitable for use. Aggregates for Class "B" asphaltic concrete were crushed in the winter and were very wet, so that a large amount of heat was required to dry the materials at the paving plant before mixing.

Bid prices on excavation and crushing were low and as a result only a slight profit was realized.

R. W. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
NOV 29 1956
FOR FILING
F-27(5)
425

State: Oregon

Project No. F-27(5)

Contract No.: CPR8-1527

MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 6th day of January, 1955, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project F-27(5), is hereby modified to change the approved estimate of cost to $492,558.74 and the Federal funds set aside to the credit of the project to $305,287.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 19th day of November, 1956.

OREGON STATE HIGHWAY COMMISSION,

By: _____
Chairman, State Highway Commission

By: _____
Member, State Highway Commission

By: _____
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By: _____
Division Engineer
Bureau of Public Roads

Oregon State Highway Department

Federal Aid Project
No. F-27(5)

TIDE CREEK-ST. HELENS SECTION

OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Revised estimate as a basis for a modified project agreement. Based on final construction quantities at low bid prices and approved price agreements.)

October 17, 1956, Salem, Oregon

Type Code 6201
2-lane Roadway (Sta. 73+50 thru Eq. 1+37.17=263+09.55 to Sta. 485+50)(Sta. 528+00 to Sta. 568+09)(Contract No. 4185)

All Required	Clearing and Grubbing (80%)		$ 21,260.00
5,799.1 sq. yds.	Removal of Pavement	$ 0.20	1,159.82
816.7 cu. yds.	Structural Excavation, Unclassified	2.50	2,041.75
1,314.1 cu. yds.	Trench Excavation, Unclassified	1.00	1,314.10
41,076 cu. yds.	Special Borrow Excavation, Unclassified	0.33	13,555.08
185,558.3 cu. yds.	General Excavation, Location "A", Unclassified	0.20	37,111.66
10,376.7 cu. yds.	General Excavation, Location "B", Unclassified	1.25	12,970.88
282,656.9 yd. sta.	Short Overhaul	0.01	2,826.57
4,382 C-yd. sta.	Long Overhaul	0.36	1,577.52
82,101 yd. mi.	Truck Haul on Special Borrow	0.11	9,031.11
2.80 miles	Road Widening and Shaping	1,000.00	2,800.00
3.52 miles	Finishing Roadbed and Slopes	500.00	1,760.00
8,506 lin. ft.	Rounding Cutbanks	0.12	1,020.72
1,077 lin. ft.	12-inch Concrete Pipe	2.20	2,369.40
1,002 lin. ft.	18-inch Concrete Pipe	4.00	4,008.00
56 lin. ft.	36-inch Concrete Pipe	9.50	532.00
268 lin. ft.	12-inch Corrugated Metal Pipe	3.00	804.00
366 lin. ft.	18-inch Corrugated Metal Pipe	4.20	1,537.20
290 lin. ft.	24-inch Corrugated Metal Pipe	6.35	1,841.50
77 lin. ft.	84-inch Corrugated Metal Pipe	45.00	3,465.00
7 only	Concrete Catch Basins	65.00	455.00
22.85 cu. yds.	Class "A" Concrete	57.00	1,302.45
3,317 lbs.	Metal Reinforcement	0.12	398.04
49 only	Corrugated Metal Sight Posts	2.25	110.25
3,331.5 lin. ft.	Metal Guard Rail	2.60	8,661.90
47,512 cu. yds.	2½" - 0 Material in Base	1.20	57,014.40
16,465 cu. yds.	3/4" - 0 Material in Base & Shoulders	1.80	29,637.00
418.5 M-gal.	Sprinkling	1.50	627.75
1,481 cu. yds.	3/4" - 0 Material in Binder Course	2.75	4,072.75
117.47 tons	RC-3 Asphalt in Binder Course	40.00	4,698.80
28.01 tons	RS-1 Asphalt in Shoulder Oiling	42.00	1,176.42
97.91 tons	150-200 Asphalt in Shoulder Oiling	40.00	3,916.40
17,034.27 tons	Class "B" Asphaltic Concrete	5.25	89,429.92
2,220 cu. yds.	Aggregate in Shoulder Oiling	3.50	7,770.00

Approved Price Agreements
PA No. 3

2,360 lin. ft.	8-inch Perforated Metal Pipe	$ 2.30	$ 5,428.00
441 cu. yds.	Previous Backfill Material	4.25	1,874.25
493.67 cu. yds.	Structural Excavation	2.50	1,234.18

PA No. 8

72.65 tons	RS-2 Asphalt	51.00	3,705.15
430 cu. yds.	¼" - #10 Crushed Rock or Gravel	4.50	1,935.00

PA No. 9

48.24 Bbls.	Cement Adjustment	3.81	183.79
			$346,617.76
		Less Lump Sum Reduction	1,608.04
		Subtotal	$345,009.72
		10% Engr. & Cont.	34,500.97
		Total	$379,510.69

Length of Roadway 6.324 miles
Cost of Roadway per mile $60,011.17

Type Code 6201
4-lane Roadway (Sta. 485+50 to Sta. 528+00)(Contract No. 4185)

All Required	Clearing and Grubbing (15%)		$ 3,986.25
167.91 cu. yds.	Structural Excavation, Unclassified	2.50	419.78
16,358 cu. yds.	General Excavation, Location "A", Unclassified	0.20	3,271.60
35,771.9 yd. sta.	Short Overhaul	0.01	357.72
573.4 C-yd. sta.	Long Overhaul	0.36	206.42
0.80 miles	Finishing Roadbed and Slopes	500.00	400.00
2,810 lin. ft.	Rounding Cutbanks	0.12	337.20
663 lin. ft.	12-inch Concrete Pipe	2.20	1,458.60
363 lin. ft.	18-inch Concrete Pipe	4.00	1,452.00
24 lin. ft.	36-inch Concrete Pipe	9.50	228.00
28 lin. ft.	42-inch Concrete Pipe	12.00	336.00
21 only	Corrugated Metal Sight Posts	2.25	47.25
183 lin. ft.	Metal Guard Rail	2.60	475.80
13,814 cu. yds.	2½" - 0 Material in Base	1.20	16,576.80
2,980 cu. yds.	3/4" - 0 Material in Base and Shoulders	1.80	5,364.00
158 M-gal.	Sprinkling	1.50	237.00
387 cu. yds.	3/4" - 0 Material in Binder Course	2.75	1,064.25
41.51 tons	RC-3 Asphalt in Binder Course	40.00	1,660.40
3.56 tons	RS-1 Asphalt in Shoulder Oiling	42.00	149.52
12.45 tons	150-200 Asphalt in Shoulder Oiling	40.00	498.00
4,502.29 tons	Class "B" Asphaltic Concrete	5.25	23,637.02
274 cu. yds.	Aggregate in Shoulder Oiling	3.50	959.00

Approved Price Agreements
PE No. 8

19.49 tons	RS-2 Asphalt	51.00	993.99
121 cu. yds.	¼" - #10 Crushed Rock or Gravel	4.50	544.50
			$ 64,661.10
	Less Lump Sum Reduction		349.35
	Subtotal		$ 64,311.75
	10% Engr. & Cont.		6,431.17
	Total		$ 70,742.92

Length of Roadway 0.805 mile
Cost of Roadway per mile $87,879.40

Type Code K028
Box Culvert (Sta. 27+31.75 to Sta. 27+06.11)(Contract No. 4185)

548.77 cu. yds.	Structural Excavation, Unclassified	$ 2.50	$ 1,371.92
14.8 cu. yds.	General Excavation, Location "A", Unclassified	0.20	2.96
427.83 cu. yds.	Class "A" Concrete	57.00	24,386.31
107,466 lbs.	Metal Reinforcement	0.12	12,895.92
			$ 38,657.11
	Less Lump Sum Reduction		197.89
	Subtotal		$ 38,459.21
	10% Engr. & Cont.		3,845.92
	Total		$ 42,305.13

Length of Structure 0.005 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$379,510.69	$235,220.00	$144,290.69
4-lane Roadway	70,742.92	43,846.00	26,896.92
Structure	42,305.13	26,221.00	16,084.13
	$492,558.74	$305,287.00	$187,271.74

State Funds for Const: Chap. 175, laws 1920; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Project No. F-27(5)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of January, 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of February, 19 54, a program, which was approved on the 8th day of March, 19 54, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 17th day of March, 19 54; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred eighty-six thousand and 00/100 dollars ($ 286,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chaper 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 73+50 in the SW 1/4, Section 31, T. 6 N., R. 1 W., W.M., and survey station 568+09 in the NW 1/4, Section 4, T. 4 N., R. 1 W., W.M., at the north city limits of St. Helens, without exception,

, length 7.134 miles, in Columbia County, being Oregon Federal Aid project No. F-27(5), consisting of 7.129 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.005 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ..... two hundred eighty-six thousand and 00/100 ..... dollars ($ 286,000.00), which does not exceed the authorized Federal pro rata share of ..... four hundred sixty-two thousand, one hundred eighty-two and 11/100 ..... dollars ($ 462,182.11), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to ..... the State Treasurer ..... (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ..... Oregon ..... (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ..... (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939. .....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

A4.62

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

JAN 10 1955

RECEIVED
OCT 2 1956
FOR FILING

October 2, 1956

Bennett & Vagt
Attorneys at Law
St. Helens, Oregon

Attention: Mr. Robert R. Vagt

Gentlemen:

Reference is made to your letter of August 28, addressed to the Parker-Schram Company with a copy to this office, in which you cite damage to the house and property of Mr. and Mrs. W. R. McKenzie of Deer Island.

I wish to advise that the contractor, Parker-Schram, has been operating in this pit during the present season only on work not under jurisdiction of the State. He has been using up excess rock produced over the State's needs. A check of the excavation lines taken out in the course of the operation shows that contrary to Mr. McKenzie's belief the excavation was taken to the property line, which is witnessed by two fence corner posts still in place. At one point an area of the quarry was sloped onto the McKenzie property at the request of Mr. McKenzie. This area is about 50 feet long and 15 feet wide. The nearest of the corners of the pit to the house is approximately a distance of 100 feet and has been backfilled with reject material by the contractor to provide lateral support.

The matter of damages to the house itself by reason of vibration and rock dust, et cetera, has been referred to the contractor, who has indicated that he is turning it over to his insurance company to effect a settlement.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FORM E30—80M—8-56—86684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1956

SUBJECT: Tide Creek-St. Helens Section
Columbia River Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Reference is made to your Assignment No. 27 concerning the complaint of Attorney Robert R. Vagt, representing Mr. W. R. McKensie of Deer Island. From information secured from the field, I wish to advise as follows:

1. The gravel pit has been excavated to the property line as marked by the fence corners.

2. An area of the quarry was sloped onto Mr. McKensie's property at the request of Mr. McKensie. This area is about 50 feet long and 15 feet wide.

3. The nearest of the corners of the pit to the house has been backfilled by the contractor to provide lateral support. This nearest corner is approximately 100 feet from the house.

4. The crusher was located about 200 feet from the house. Mr. McKensie feels that little if any damage was caused by the crushing equipment. He did think that the heavy hauling equipment used on the job caused the house to settle.

5. The basement walls of Mr. McKensie's house are of timber construction. No damage or settlement was apparent at the time Resident Engineer Pyle inspected the house.

6. The exterior of the house is coated with dust which has obviously caused property damage to the McKensie's.

The Parker-Schram Company has operated out of this pit intermittently throughout the summer season on private work. They crushed an excess of gravel for the Tide Creek-St. Helens job and were permitted to use this

gravel by payment of a royalty to the State.

Parker-Schram have referred this claim to their insurance company. It is my recommendation that we wait and see what settlement is made with these people by the insurance company before taking any action officially.

A copy of Mr. Skelton's report and Resident Engineer Pyle's report is attached hereto to supplement the information in this letter.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

P.S. Attached hereto is a rough draft of a letter to Mr. Vagt which Mr. Edwards thought would be well to send along for your consideration.

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 25, 1956

SUBJECT: Complaint of W. R. McKensie
Lower Columbia Highway

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Edwin A. Pease

Under date of August 31, 1956 you wrote forwarding copy of a letter dated August 28th from Robert R. Vagt, attorney of St. Helens, which was addressed to Parker-Schram Company, advising of a claim for damages that he was presenting for Mr. and Mrs. W. R. McKensie. This correspondence concerns the operation of Parker-Schram Company in connection with their contract for construction of the Tide Creek-St. Helens Section of the Columbia River Highway, and particularly their operations at our gravel source located a short distance south of Deer Island, where they produced surfacing rock and paving aggregate.

I am enclosing herewith copy of Roy W. Pyle's report of September 11, 1956 on this matter. I believe his report is quite complete and covers most of the items raised in Mr. Vagt's letter. It appears that the fence mentioned in Pyle's report is a property line fence, and should be taken as the property line between McKensie's property and ours. The matter of the lateral support mentioned in the letter has been taken care of by backfilling a portion of the pit with reject material. The dust apparently has been somewhat of a problem.

I have discussed this entire matter with Parker-Schram, who still have their paving plant set up at our pit. An excess of material was produced by Parker-Schram, and they have used this material on a number of private and public small paving projects. It was expected that this private work would be completed early this spring, however it has continued intermittently, and the last of this work will be completed by not later than October 12th. We have cross sectioned the material, and will charge them a royalty of five cents per cubic yard on all the material used in this private work.

Mr. Schram has referred this letter to his insurance people, who will investigate the entire claim, and I presume try to arrange a settlement for anything that they are responsible for.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Roy W. Pyle

FORM E 001 8-54 1000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
Sept. 11, 1956

SUBJECT File No. 136
W. R. McKenzie
Tide Creek-St. Helens Unit
Columbia River Highway

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Attention: Mr. A. E. Johnson

In accordance with your request of Sept. 5, 1956, I have called upon Mr. McKenzie at his home near Deer Island. Mr. McKenzie reiterated to me the complaints mentioned in his attorney's letter.

Apparently the gravel pit has been excavated to the property line. The fence corners are still in place but Mr. McKenzie believes his fence is set back on his own property approximately 2 feet. A survey would be necessary to determine if the excavation has gone beyond the property line.

An area on one of the cut banks approximately 50 feet long and 15 feet onto McKenzie's property was sloped by the contractor. This was done at Mr. McKenzie's request and with his approval.

The nearest corner of the excavated pit was about 100 feet from Mr. McKenzie's house. The contractor backfilled approximately 30 feet of the pit, at this corner, with reject material.

The site occupied by the crusher was about 200 feet from the house. Mr. McKenzie feels that the vibration from the crusher caused little if any damage but that the vibration from heavy hauling equipment used in the area caused his house to settle. The basement walls are of timber construction and no damage or settling was apparent at the time I was there. Mr. McKenzie stated that there was no damage to the interior of the house from settlement.

The exterior of the house is coated with dust from the asphalt plant. This plant operated during the summer of 1955, producing asphalt for State and private use and it has operated intermittently this summer producing asphalt for private work of Parker-Schram Co. I understand that they propose to operate the plant again in the near future.

It is obvious that the dust and fumes have caused damage to the property and inconvenience to Mr. and Mrs McKenzie.

Roy W. Ryle
Resident Engineer

RWF:mh

FORM E DOT 8754 2-55 3000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
Sept. 11, 1956

SUBJECT: File No. 136
W. R. McKenzie
Tide Creek-St. Helens Unit
Columbia River Highway

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Attention: Mr. A. E. Johnson

In accordance with your request of Sept. 5, 1956, I have called upon Mr. McKenzie at his home near Deer Island. Mr. McKenzie reiterated to me the complaints mentioned in his attorney's letter.

Apparently the gravel pit has been excavated to the property line. The fence corners are still in place but Mr. McKenzie believes his fence is set back on his own property approximately 2 feet. A survey would be necessary to determine if the excavation has gone beyond the property line.

An area on one of the cut banks approximately 50 feet long and 15 feet onto McKenzie's property was sloped by the contractor. This was done at Mr. McKenzie's request and with his approval.

The nearest corner of the excavated pit was about 150 feet from Mr. McKenzie's house. The contractor backfilled approximately 30 feet of the pit, at this corner, with reject material.

The site occupied by the crusher was about 200 feet from the house. Mr. McKenzie feels that the vibration from the crusher caused little if any damage but that the vibration from heavy hauling equipment used in the area caused his house to settle. The basement walls are of timber construction and no damage or settling was apparent at the time I was there. Mr. McKenzie stated that there was no damage to the interior of the house from settlement.

The exterior of the house is coated with dust from the asphalt plant. This plant operated during the summer of 1955, producing asphalt for State and private use and it has operated intermittently this summer producing asphalt for private work of Parker-Schram Co. I understand that they propose to operate the plant again in the near future.

It is obvious that the dust and fumes have caused damage to the property and inconvenience to Mr. and Mrs McKenzie.

Roy W. Ryle
Resident Engineer

RWR:mh

ASSIGNMENT

Date: August 31, 1956 No. 27 By [illegible]

Description: Copy of letter of August 28 by Robert R. Vagt, of Bennett & Vagt, advising that Mr. and Mrs. W. R. McKenzie of Deer Island wish to present claim for damages due to operation of rock crusher, etc. on US30 south of Deer Island.

Acknowledged by_____ Referred to Edwards

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Please investigate and see whether we are involved. Make report and recommendations.

F.C.

PLEASE RETURN TO
FORREST COOPER

Executed 10-1-56 Report Received_____

TELEPHONE 93

) O. BENNETT
TORNEY AT LAW
ELENS, OREGON
ust 28, 1956

RECEIVED
1956
OFFICE OF
ENGINEER

PLEASE RETURN TO
ORREST COOPER

eer Island, Oregon, wish to present a
ration of the gravel pit and rock
on U. S. Highway 30 a short distance
. Helens and Deer Island, in Columbia
of the rock pit actually trespasses
ht feet onto the land of Mr. and Mrs.
at the North corner of Mr. and Mrs.
he line that it has left Mr. and Mrs.
l support.

r and the operation of the Utes have
ng which has caused the wall of Mr.
ment to cave in and resulted in allow-
settle, causing the need for necessary
lls need repairing due to this settling.

their home in such a manner that it
to remove it and also the combination
of this rock dust with the oil vapor has created quite a scum on the outside of their house. This would necessitate a complete paint job on the outside of their house.

Excessive dust from the operation makes it impossible for Mrs. McKenzie to wash clothes on the days you are operating or to use her yard in the manner which anyone should be allowed to use their yard around their home. The dust seeps into their home in large quantities although they have taped their windows shut and have made a definite effort to keep their doors closed at all times. The dust is so excessive that it has caused a condition which has necessitated several doctor calls and resulting medical treatment at considerable expense to Mr. and Mrs. Mrs. McKenzie.

The value of the home has been greatly depreciated due to the operation of this pit and the resulting dust therefrom and the resale value of their home is practically non-existent as a result of said conditions.

We would welcome an inspection of the house by anyone, including your appraisers, in the hopes that possibly an adequate settlement could be reached without the necessity of filing a suit to enjoin your operations. May we hear from you within a very short time and we will discuss the matter fully before filing such a suit.

Very truly yours,
BENNETT & VAGT

By [signature]
Robert R. Vagt

cc: State Highway Dept. Claims Div
RRV:bjg

CITY HALL BUILDING TELEPHONE 93

DAVID O. BENNETT
ATTORNEY AT LAW
ST. HELENS, OREGON

August 28, 1956

RECEIVED
1956
OFFICE OF
ENGINEER

Parker Schram Company
Scappoose, Oregon

PLEASE RETURN TO
FORREST COOPER

Gentlemen:

Mr. and Mrs. [illegible] R. McKenzie of Deer Island, Oregon, wish to present a claim for damages due to the operation of the gravel pit and rock crusher and paving plant located on U. S. Highway 30 a short distance South of Deer Island, between St. Helens and Deer Island, in Columbia County, Oregon. The excavating of the rock pit actually trespasses for a distance of from six to eight feet onto the land of Mr. and Mrs. McKenzie. Also, the excavation at the North corner of Mr. and Mrs. McKenzie's land is so close to the line that it has left Mr. and Mrs. McKenzie without adequate lateral support.

The operation of the rock crusher and the operation of the Utes have resulted in a vibration or shaking which has caused the wall of Mr. and Mrs. McKenzie's partial basement to cave in and resulted in allowing one corner of their home to settle, causing the need for necessary repairs and also the interior walls need repairing due to this settling.

The rock dust has settled upon their home in such a manner that it would take a great deal of work to remove it and also the combination of this rock dust with the oil vapor has created quite a scum on the outside of their house. This would necessitate a complete paint job on the outside of their house.

Excessive dust from the operation makes it impossible for Mrs. McKenzie to wash clothes on the days you are operating or to use her yard in the manner which anyone should be allowed to use their yard around their home. The dust seeps into their home in large quantities although they have taped their windows shut and have made a definite effort to keep their doors closed at all times. The dust is so excessive that it has caused a condition which has necessitated several doctor calls and resulting medical treatment at considerable expense to Mr. and Mrs. Mrs. McKenzie.

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We would welcome an inspection of the house by anyone, including your appraisers, in the hopes that possibly an adequate settlement could be reached without the necessity of filing a suit to enjoin your operations. May we hear from you within a very short time and we will discuss the matter fully before filing such a suit.

Very truly yours,
BENNETT & VAGT

By Robert R. Vagt
Robert R. Vagt

cc: State Highway Dept. Claims Div
RRV:bjg

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 26, 1956

F-27(5)
4185

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4185	19-Final	Parker Schram Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
30667	H-161781	$ 14,339.31	9/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 15, 1954

Time Extensions: to Oct. 15, 1955

Completion Date: Oct. 15, 1955

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 27 1956

Ruth Rawlings

RECEIVED
SEP 21 1956
FOR FILING

F 27(8)

4185

September 20, 1956

Parker-Schram Company
Builders Exchange Building
Portland 4, Oregon

Gentlemen:

Thank you for your letter of September 18 regarding estimates on Contracts 4184 and 4185. You stated that you were returning the estimates: however, they were not included in the envelope. It may be that you are sending them under separate cover; however, I call the matter to your attention to avoid delays.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. P. M. Stephenson

PARKER * SCHRAM COMPANY - General Constructors

Portland 4, Oregon

September 18, 1956

W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We are returning herewith Contract Estimated Submitted for our signature, as follows:

Estimate No. 11 Final on Contract No. 4184 St. Helens-McNulty Creek Section of the Old Portland and Gable Roads in Columbia County -	$ 1,511.78
Estimate No. 19 Final on Contract No. 4185 Tide Creek-St. Helens Unit of the Goble-St. Helens Section of the Columbia River Highway in Columbia County -	$14,399.31

both properly executed by the writer on behalf of this firm, but subject to the understanding that our acceptance is conditioned upon such adjustment of the concrete quantities contained therein to adjust complaint filed by Snook Bros. and referred to in their letter of August 28, 1956, to P. M. Stephenson, Assistant Bridge Engineer, concerning the wide discrepancy existing between the yardage of readymix concrete purchased and the yardage paid for by the State. Otherwise, the final Estimtes at presented meet with our approval.

Yours Very truly,

PARKER*SCHRAM COMPANY
s.s. C.A. Schram
By.

CAS:dab

Encl.

RECEIVED
SEP 6 1956
FOR FILING

4185

September 5, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4185 for work performed on the Tide Creek-St. Helens Unit, Goble-St.-Helens Section of the Columbia River Highway in Columbia County was completed by the contractor, Parker-Schram Company, on October 15, 1955 and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $14,399.31 will be released to the contractor on or after September 15, 1956. The total contract amount is $480,046.10, of which amount $3,950.53 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

EJ

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 31 1956
FOR FILING

F 27 (5)

4185

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

P. O. Box 667 Goldendale, Washington
August 28, 1956

Mr. P. M. Stephenson,
Asst. Bridge Engineer,
Oregon State Highway Department,
Salem, Oregon

Re: Contract 4184 - St. Helens-McNulty Creek Sect.
Contract 4185 - Tide Creek - St. Helens Sect.

Dear Mr. Stephenson,

Un er date of June 11, 1956 we wrote to you concerning an adjustment relative to the quantities of concrete paid by the state under the above captioned contracts. As stated in that letter, we believe that there is too large a discrepancy between the yardage of conrete purchased by us from the readimix company and the yardage paid for by the state.

May we please have a reply to thi inquiry.

Yours very truly,

SNOOK BROTHERS

By /s/ F. Snook

LS/is

cc W. C. Williams

cc Parker-Schramm Company

RECEIVED
AUG 1 1956
FOR FILING

F-21(5)

4105

August 1, 1956

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Parker-Schram Co. on contract No. 4185, covering grading and paving on the Tide Creek-St. Helens Unit, Goble-St. Helens Section of the Columbia River in Columbia County. This payment, in the amount of $963.31 will be released to contractor on or after August 10, 1956. The retained percentage is $14,401.45.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Glens Falls Indemnity Company
Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
8-1-56
rm

RECEIVED
MAR 30 1956
FOR FILING

FORM E30—80M—11-55—90224

L 2.7(-)
4/13

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1956

SUBJECT: John Zak Complaint
Tide Creek-St. Helens Section
Columbia River Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

L

NOTED
W. C. WILLIAMS

Reference is made to your assignment #6392 and Mr. Enfield's recommendation to the effect that we reconstruct the sidewalk to Mr. Zak's house. Mr. Enfield also recommends that we make a reasonable effort to improve the drainage so that water does not run down Mr. Zak's driveway and into his basement.

We have further investigated this and find that by the construction of a short ditch the water can be kept from going down into the basement. The cost of construction of the sidewalk and the ditch is estimated at $150. A Minor Betterment Order has been submitted to the Maintenance Department covering this work. I recommend that the order be approved and the Maintenance Department be instructed to proceed with the work forthwith.

I am attaching herewith copy of sketch map illustrating the problem and its solution. Also attached are copies of Assistant Division Engineer Johnson's and Resident Engineer Pyle's reports.

APPROVED 3-29-56 L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:ep

Attach.

cc - E. A. Collier

Two copies forwarded to Mr. De France 3-29-56. ER

RECEIVED
MAR 22 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—67,500—2-58—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 20th, 1956

SUBJECT: John Zak Complaint
Tide Creek-St. Helens Section
Columbia River Highway

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Reference is made to your letter of February 21st, regarding the drainage complaint by Mr. John Zak of Columbia City.

Attached herewith is a report from Mr. Roy W. Pyle, resident engineer, and a sketch of the Zak property along the Columbia River Highway in the vicinity of Columbia City at Station 498. Mr. Pyle has indicated that a small ditch could be constructed along the toe of our slope and along the driveway to the Zak property, which would intercept drainage water and carry it to a natural ravine to the north of the Zak property. This appears reasonable, and it is recommended that this be approved.

Previously it was recommended that the state remove the existing sidewalk and replace it from the front porch to the driveway in return for a release from any further claims. It is estimated the cost of this work, including sidewalk removal and replacement, and construction of the ditch would be $150.00.

We are forwarding to Mr. E. A. Collier with a copy of this letter, a Minor Betterment Order covering this work. It is our thinking that this possibly should be a right of way order, and if not should be a regular Minor Betterment Order, we are, therefor, omitting a prefix and account number from the Minor Betterment Order, requesting this by assigned by the Salem office.

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: E. A. Collier
B. P. Huntley
Roy W. Pyle

NOTED
W. W. STIFFLER

FORM S-99 3MH 9-51 03010

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible] and, Oregon
[illegible]ch 14, 1956

File # 186

SUBJECT: John Zak Complaint
Tide Creek-St. Helens Unit
Goble-St. Helens Section
Columbia River Highway

To. Mr. A. C. Skelton
Division Engineer
Portland

Attn: A.E. Johnson

In accordance with your request, I have talked with Mr. Zak [illegible] problem of the drainage water running across his lawn and into his basement. From appearances and from his conversation, apparently [illegible] was caused by water running from the driveway as indicated on the enclosed sketch.

A small ditch could be constructed along the toe of the slope which I believe would intercept the major part of this water and remedy the trouble. Mr. Zak is agreeable to this solution, however he is elderly and in poor health so is unable to do this. The ditch would envolve a matter of only six or eight cubic yards of excavation so I presume it could be constructed by State Forces at minor expense.

A written agreement or easement with Mr. Zak would possibly be desirable, if the work is to be performed by State Forces, as the ditch would be partially on private property. I understand that you have previously recommended changing the location of the walk as it is shown on the sketch.

Roy W. Pyle

Roy W. Pyle
Resident Engineer

NOTED
W. W. STUTTLER

Legal File - 2205

Conc Steps

Const Conc Walk 2'8"

Ground El. 127.5
Ditch El. 127.0

Property Line

Ground Elev - 127.5
Ditch Elev. 126.0

Toe of Slope

Ground Elev. 128.0
Ditch Elev 126.5

Top Pave

Direction of Runoff to Culvert & Basement

& Col Riv Hwy

100'

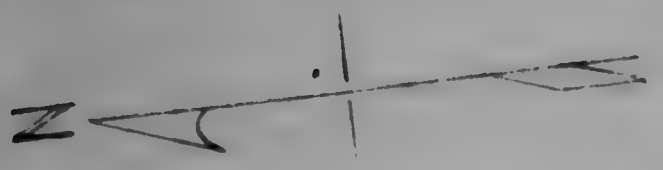
150'

Tide Creek - St. Helens Unit
Columbia River Highway

Scale 1" = 10'

March 1956

Legal File - 2205



Conc Steps

Const Conc Walk 2' ± ℄

Ground El. 127.5
Ditch El. 127.0

10' Slope Ease.

Ground Elev - 127.5
Ditch Elev. 126.0

R/W 40'

Toe of Slope

Ground Elev 128.0
Ditch Elev 126.5

Rock Slope

Edge Pave

Direction of Runoff
Town & Basement

℄ Col Riv Hwy

+50

Tide Creek - St. Helens Unit
Columbia River Highway

Scale 1" = 10'

March 1956

John & Mary Zak
R/W File — 21962
Legal File - 2205

Conc Steps

Const Conc Walk
2'±2'

Ground El. 127.5 —
Ditch El. 127.0

Property Line

Ground Elev 127.5
Ditch Elev 126.0

Toe of Slope

R/W

Ground Elev 128.0
Ditch Elev 126.5

Pave

Direction of Runoff to
Front of Basement

John & Mary Zak
R/W File – 21962
Legal File – 2205

N

Conc Steps

Const Conc Walk 2' & 1'

Ground El. 127.5
Ditch El. 127.0

10' Slope Ease.

Ground Elev. 127.5
Ditch Elev. 126.0

R/W 40'

Toe of Slope

Ground Elev. 128.0
Ditch Elev. 126.5

Rock Slope

Edge Pave

Direction of Runoff

ASSIGNMENT

Date: February 20, 1956 No. 6392 By [illegible]

Description: Letter of February 16 by C. W. Enfield to WCW on complaint of John Zak about water draining from hwy. and his driveway into his garage and basement (Tide Crk.-St. Helens Unit, Goble-St. Helens Sec., Col. R. Hwy.). (File 3.)

Acknowledged by____ Referred to Cooper

__Investigate and report with recommendation
XX Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 3-22-56 Report Received_____

VAY DEPARTMENT

RRESPONDENCE

on.....

.....1956.....

T: L-2205 R-21362
State v. John Zak, et ux.
Tide Creek-St. Helens Unit
Goble-St. Helens Section
Columbia River Highway

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

to you of February 10, with
on's report to Mr. Cooper, con-
about water draining from the
age and basement, the covering of
general unsightliness of the area.
tion file, which property was ac-
of condemnation proceedings.

uisition file to indicate that
f Way Agent, or Mr. Zak were
would render his property inaccess-
k is concerned, and I am in accord
ld rearrange his sidewalk so as to
with the recommendation
make it usable.

With respect to the drainage of surface water from the highway down his driveway and into his garage and basement, I do not question the findings of Mr. Johnson that we have not altered the drainage of the highway in any way and that the water complained of results from excessive rainfall, together with the increased run-off resulting from the widened pavement of the highway, as well as the paving of the driveway, which was formerly graveled. The State reconstructed the driveway entrance and paved the same with asphaltic concrete to the property line as a part of its obligations under the right of way acquisition agreement, and I understand that Mr. Zak paved the remainder of his driveway upon his own property, all of which conspire to create the water trouble about which he complains. Even though we may not have any obligations to correct the drainage problem, looking toward some solution of the problem facing Mr. Zak, I do not think it would be out of line to suggest a remedy that he might take on his own

FORM E30—60M—4-54—74388

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1956

SUBJECT: L-2205 R-21362
State v. John Zak, et ux.
Tide Creek-St. Helens Unit
Goble-St. Helens Section
Columbia River Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

I have studied Mr. Young's letter to you of February 10, with which was transmitted Mr. A. E. Johnson's report to Mr. Cooper, concerning the complaint of Mr. John Zak about water draining from the highway and his driveway into his garage and basement, the covering of his sidewalk by highway fill, and the general unsightliness of the area. I have also reviewed the land acquisition file, which property was acquired by deed after the commencement of condemnation proceedings.

There is nothing in the land acquisition file to indicate that either Mr. Edwin Johnson, our Right of Way Agent, or Mr. Zak were aware that the highway construction would render his property inaccessible in so far as use of his sidewalk is concerned, and I am in accord with the recommendation that we should rearrange his sidewalk so as to make it usable.

With respect to the drainage of surface water from the highway down his driveway and into his garage and basement, I do not question the findings of Mr. Johnson that we have not altered the drainage of the highway in any way and that the water complained of results from excessive rainfall, together with the increased run-off resulting from the widened pavement of the highway, as well as the paving of the driveway, which was formerly graveled. The State reconstructed the driveway entrance and paved the same with asphaltic concrete to the property line as a part of its obligations under the right of way acquisition agreement, and I understand that Mr. Zak paved the remainder of his driveway upon his own property, all of which conspire to create the water trouble about which he complains. Even though we may not have any obligations to correct the drainage problem, looking toward some solution of the problem facing Mr. Zak, I do not think it would be out of line to suggest a remedy that he might take on his own

property if feasible; or if the situation is more properly remedied upon the right of way and would normally be a part of our approach construction within the right of way, then we might give consideration to putting in some type of a drainage facility to alleviate the situation.

It is my opinion that Mr. Zak does not have any legal remedy whereby he could secure damages from the State because of the inadequate drainage; however, I suggest consideration be given to a practical solution of his problem if such can be reasonably accomplished without much cost within the right of way area, inasmuch as we may be partly responsible for his drainage difficulties by reason of widening the highway and construction of his driveway approach within the right of way.

C. W. ENFIELD
Chief Counsel

CWE/mlk
cc: Mr. L. H. Young

RECEIVED
FEB 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

Circle

FORM E30—50M—2-55—52906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10th, 1956

NOTED
W. C. WILLIAMS

SUBJECT: Tide Creek-St. Helens
Columbia River Highway
John Zak Complaint

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

Reference is made to your Assignment #6313 concerning a complaint by Mr. John Zak re drainage from highway entering his garage and walkway from the road to his house which has been made useless.

Investigation has revealed that water does run down his driveway and into his garage which is due to the fact that his driveway is now paved, which with additional width of paved roadway has contributed to faster concentration of the water; this, along with extraordinary intensity of rainfall this season, has caused the condition of which Mr. Zak complains. The drainage pattern has not been changed from that obtaining prior to the new construction.

In the matter of the walkway which was constructed by Mr. Zak from his house to the shoulder of the old road, we have found that it now ends in about three feet of fill due to the widening of the roadbed. This can be remedied by building steps up the fill or construction of a new walk from the entrance of the house to the driveway. This last is thought to be the best solution and is estimated to cost about $100.00.

I recommend that Mr. Zak's claim re drainage damage be rejected but that we pay for construction of a new walk. I suggest that this be done with a cash settlement provided Mr. Zak will sign an appropriate waiver of damage past, present and future.

Copy of A. E. Johnson's report submitted herewith.

L. H. Young
Ass't. Construction Engineer

Enc.

RECEIVED
FEB 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90X—97,500—8-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 2nd, 1956

SUBJECT: John Zak Complaint
Tide Creek-St. Helens

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Reference is made to your letter of January 10, 1956, regarding a complaint by Mr. John Zak of Columbia City. Mr. Zak was contacted recently and has two complaints.

1. During recent heavy rains drainage water ran down his driveway, a portion of which flowed into his garage, and a portion flowed across the lawn in front of his house. He claims that at both places this water eventually entered his basement, which is of daylight type on the back side. Mr. Zak stated that his home was built in 1938, and that this was the first year since then that there was water in his basement.

2. Prior to our recent project, Mr. Zak constructed a sidewalk from his front porch to the highway shoulder. In widening the highway, fill was placed over a portion of his sidewalk, and at present the sidewalk ends abruptly at an approximate 3 foot fill slope. Mr. Zak requests that this be remedied, either by constructing stairs at the fill, or by removing the sidewalk and constructing a sidewalk from his front porch to his driveway.

Prior to our recent construction job, Mr. Zak and his neighbor to the south constructed a curbing along the front of his neighbor's yard, and had, in effect, a separated access or frontage roadway along the frontage. The driveways of both properties connected to this frontage roadway, which served also for parking facilities. The frontage roadway, as well as both driveways, were surfaced with gravel.

In accordance with the right of way agreement when additional property was acquired, a new frontage road was constructed along the front of his neighbor's property, and Mr. Zak's driveway connected to this frontage road. Actually no change in drainage was made, although due to the widened highway pavement, and because the new driveways were also paved instead of graveled as they were before construction, no doubt the runoff is greater now during intense rainfall

similar to that which occurred the latter part of December and in January. It is recommended that no action be taken on the first complaint, since no actual change in drainage was made.

As noted above, prior to our recent project, Mr. Zak had provision for parking in front of his house, although at least a portion of this parking area utilized highway right of way. As long as this condition existed, the sidewalk built by Mr. Zak was of benefit to people parking and entering his home. At present the existing sidewalk serves no useful purpose, as we do not provide or desire parking along the 4 foot shoulder area. There is some question as to our responsibility in revising the sidewalk, as there is nothing mentioned in our right of way settlement specifically giving damages. Our settlement consisted of taking .02 acres of land, and in addition .04 acres of slope easement, which was not in front of his house, but to the north on unimproved land. A lump sum payment of $610 was made. However, it is felt that the question of the sidewalk being covered was a forgotten item in the right of way agreement, which did specify that the driveway be paved and connected to the frontage road on the adjoining property. It is recommended that the state remove the existing sidewalk and replace it from the front porch to the driveway in return for a release from any further claims. This would involve removal of approximately 35 lineal feet of 24 inch sidewalk, and construction of approximately 25 lineal feet of 24 inch sidewalk, estimated to cost approximately $100.00.

A. E. JOHNSON
Assistant Division Engineer

KEJ:w

RECEIVED
FEB 3 1956
OFFICE OF
CONSTRUCTION

ASSIGNM

Date: January 10, 1956 No. 6373 By Lorw

Description: Letter of January 8 by John Zak of Columbia City regarding pr paving on Columbia River Highway between St. Helens and Tide Creek and stating he is dissatisfied with conditions in front of his place as water drains from the highway onto his yard and into garage.

Acknowledged by____ Referred to Cooper

XXX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report
- - - - - - - - - - - - - - - - - - - -
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Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 2-10-56 Report Received_____

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thought that
the Pavin
on St Helen
and I am
with the
in front
you would
out to ru
that the
runs into
my front yard and garage and
also into my basement before
the paving. I had a nice walk
from my front yard to the highway
they have made that useless now
they also put it on an type
road. wish you would look into
this Rich yours

Thanks Great
Last time
on right side John Zak
Columbia City
Ore

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

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Columbia Ca
Jan 8th 1956

PLEASE RETURN TO
W. C. WILLIAMS

To State Highway Comm

Sirs

I have been given the thought that the State has accepted the Ramp on Col River Highway between Stockton and Jide Creek if they have I am very much disappointed with the way they have left it in front of my place and wish you would send one of your men out to see they have fixed it so that the water off the Highway runs into my front yard and garage and also into my Basement before the paving I had a nice walk from my front yard to the Highway they have made that useless now they also left it in an eye sore. wish you would look into this

Respt Yours

John Zak
Columbia Co
Ore

Thurs Crest
last house
on right side

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

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FOR FILING

COMMISSIONERS
BEN HANEY, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

F-27(5)
—4185

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 3, 1956

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from November 15, 1954 to October 15, 1955 within which to complete your contract No. 4185, covering the Tide Creek-St. Helens Unit, Goble-St. Helens Section of the Columbia River Highway in Columbia County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. G. Skelton,
Division Engineer

Roy E. Pyle,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 29 1955
FOR FILING

November 29, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Parker-Schram Co. a portion of the funds heretofore retained by the Commission on contract No. 4185, covering the Tide Creek-St. Helens Unit, Goble-St. Helens Section of the Columbia River Highway in Columbia County.

This payment, in the amount of $27,586.34, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $14,371.65. The present payment will be released on or after December 9, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
gf

RECEIVED
NOV 29 1955
FOR FILING

F 27(27)
4185

November 29, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Parker-Schram Co. a portion of the funds heretofore retained by the Commission on contract No. 4185, covering the Tide Creek-St. Helens Unit, Goble-St. Helens Section of the Columbia River Highway in Columbia County.

This payment, in the amount of $27,586.34, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $14,371.65. The present payment will be released on or after December 9, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
JF

RECEIVED
NOV 9 1955
FOR FILING

F-27 (6)
4185

November 8, 1955

Oregon State Highway Commission

Request for extension of time
No. 2
December 19 and 20 meeting.

Gentlemen:

Herewith a request from Parker-Schram Company for an extension of time on the Tide Creek-Mt. Helena Unit, Goble-Mt. Helena Section, Contract No. 4185, from November 15, 1954 to October 15, 1955.

In the 1954 season the contractor was delayed due to the slowness of public utilities moving their lines in the area. An extremely rainy season also materially delayed the grading on the northwesterly end of the job where the heaviest grading was encountered. The contractor completed the paving prior to September 1 of this year, but, due to the addition of a seal coat, the extra time was required.

I recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. E. A. Pease

EAP gm

F-27(5)

Form E-1-Rev 6-55—10M

B

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section: Tide Creek-St. Helens Unit
Goble-St. Helens Section

Highway: Columbia River

Contractor: Parker-Schram Co.

Date of contract: May 14, 19 54

Date work started: June 1, 19 54

Project authorization . . . . . $ 509,413.22
Exclusive of Engineering . . . . . $ 473,188.28

For Week Ending: November 5, 19 55

Kind of work: Grading and Paving

Section prefix: 5-1028

Contract number: 4185

Date of completion: Nov. 15, 19 54

Estimated date of completion: , 19

Per cent of time elapsed: 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ ~~527,737.60~~ 4,524.78

Estimated per cent overrun ~~or underrun~~ . . . . . 3.6 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 36,224.94

Engineering cost to date $ 49,438.64, 100 %

Date project was completed: Oct. 15, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. A. G. Skelton Division Engineer inspected project on Wednesday.

Crew working on remeasure and estimate. Crew headquarters was moved from St. Helens to Beaverton Hillsdale Highway near Glencullen on Thursday.

NOTED
OSCAR CUTLER

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
NOV 9 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed: Roy W. Pyle
Roy W. Pyle

Address: 2131 SW Scholls Ferry Rd., Portland 1, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 56385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.36	7.36		7.36	7.36
Miles partially completed					
Miles completed	7.36	7.36		7.36	7.36
Total estimated quantities (contract)	233,500 CY	88,330 CY		304 T	23,000 T
Total quantities corrected to date	259,000 CY	86,109 CY		394 T	21,830 T
Estimated quantities moved or placed to date	257,735 CY	86,109 CY		394 T	21, 830 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Rain		
Saturday	Clear		

RECEIVED
NOV 3 1955
FOR FILING

F-27(5)
4125

November 1, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 15, 1955 on Contract No. 4125, Tide Creek-St. Helens Unit, Coble-St. Helens Section, in Columbia County, in connection with Federal Aid Project No. F-27(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DCP:bb
cc: John Cottrell

RECEIVED
NOV 1 1955
FOR FILING

F-27 (5)
4185

October 31, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Tide Creek-St. Helens, Contract No. 4185, Oregon F-27 (5), from November 15, 1954 to October 15, 1955, to Parker-Schram Company, contractors.

In the 1954 season the contractor was delayed due to the slowness of the Public Utilities in the area in moving their lines, and also, the extreme rainy season which materially delayed the grading on the northwesterly end of the job where the heaviest grading was encountered.

The contractor completed the paving prior to September 1st of this year, but due to the addition of a seal coat the additional time was required. I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
APR 29 1955
FOR FILING

FORM E30—50M—10-54—79488
F 20 (5)
4185

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

W. C. WILLIAMS

L

I am returning, unapproved, your Order for Extra Work No. 6 on Contract 4185, Tide Creek-St. Helens Section, which is for patching surfacing which you state in your letter "I think it is fair to assume that at least part of this breakage was caused by the contractor's heavy equipment used last fall in hauling roadbed topping from the designated gravel pit for the project".

Paragraph 2 on Page 7, under the heading "Earthwork", clearly makes these repairs an obligation of the contractor.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

Encl.

cc: W. C. Williams

Form B-61—2000—10-54

F-27(5)
4185

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTE
W. C. WILLIAMS

Project: Tide Cr.-St. Helens
Highway: Columbia River
Contractor: Parker-Schram Co.
Submitted by: Roy W. Pyle
Contract No. 4185
Prefix No. F-102(8)
County: Columbia
F. A. Project No. F-27(5)
Date reported: Dec. 7, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Pit Sta. 327, approx. 4.0 Mi. N. St. Helens
Sampled at: Plant
To be used: Base Surfacing
Sampled by: Wayne Murphy
Date received: Dec. 6, 1954
Quantity represented

TEST RESULTS

Laboratory No. 353656
Data Sheet No. A-34788
Type of material: Gravel 2½"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	2.5	2.5	
1½	14.5	17.0	
1¼	9.4	26.4	
1	11.1	37.5	
3/4	14.8	52.3	
1/2	11.5	63.8	
1/4	10.6	74.4	
10	5.5	79.9	
40	5.8	85.7	
#40	14.3	14.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	6	%
Manufactured fines		%
Liquid limit: Natural fines	28	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- x Construction Engineer
- x Maintenance Engineer
- Bridge Engineer
- Requisition Office
- Division Engineer
- x Resident Engineer — Simlton
- x Dist. Maint. Supt. — Pyle
- Foreman
- Geology and Soils
- Files
- x W. C. Williams

Engineer of Materials

State Printing 79625

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OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project F-27(5) Tide Cr.-St. Helens
Highway Columbia River
Contractor Parker Schram Co.
Submitted by R. W. Pyle

Contract No. 4185

Prefix No. S-1028
County Columbia
F. A. Project No. F-27 (5)
Date reported Sept. 21, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Pit at Sta. 327 approx. 4.6 mi. N. of St. Helens
Sampled at Plant
To be used Base Surfacing
Sampled by Wayne Murphy
Date received Sept. 20, 1954
Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 347638
Data Sheet No. A-34780
Type of material Cr. Gravel 2½"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	2.0	2.0	
1½	2.2	4.2	
1	21.9	26.1	
3/4	8.1	34.2	
½	11.2	45.4	
¼	12.3	57.7	
10	11.2	68.9	
40	9.2	78.1	
P40	21.9	21.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	26	%
Manufactured fines		%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Skelton
- x Resident Engineer Pyle
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

R. H. Flora
Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Tide Cr.-St. Helens
Highway: Columbia River
Contractor: Parker Schram Co.
Submitted by: Roy W. Pyle
Contract No. 4185
Prefix No. 5-1028
County: Columbia
F. A. Project No. F-27 (5)
Date reported: Sept. 20, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Pit at Station 327, Approx. 4.6 mi. N. St. Helens
Sampled at: Plant
To be used: Base Surf.
Sampled by: Wayne Murphy
Date received: Sept. 17, 1954
Quantity represented: 1000

TEST RESULTS

Laboratory No. 347557
Data Sheet No. A 34,779
Type of material: Crushed Gravel 2½-0
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	4.8	4.8	
1	21.5	26.3	
3/4	12.3	38.6	
1/2	13.9	52.5	
1/4	14.3	66.8	
10	12.0	78.8	
40	6.5	85.3	
Pans	14.7	14.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	6	%
Manufactured fines		%
Liquid limit: Natural fines	30	%
Manufactured fines		%

NOT W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Skelton
- x Resident Engineer Pyle
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

G. W. Kuhn
Engineer of Materials

State Printing 72213

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F - 27(5)
4 125

August 11, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Tide Creek-St. Helens Section, Project No. F-27 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

EC:gs

Encl.

Oregon State Highway Department

Federal Aid Project
No. F-27 (5)

TIDE CREEK-ST. HELENS SECTION

OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 5, 1954

Type Code 6201
2 Lane Roadway (Sta. 73+50 thru Equation 1+37.71=263+09.55 to Sta. 485+50)(Sta. 528+00 to Sta. 568+09)(Contract No. 4185)

All Required		Clearing and Grubbing (80%)	$		$ 21,260.00
3,700	sq. yd.	Removal of Pavement		0.20	740.00
670	cu. yd.	Structural Excavation, Unclassified		2.50	1,675.00
1,300	cu. yd.	Trench Excavation, Unclassified		1.00	1,300.00
17,000	cu. yd.	Special Borrow Excavation, Unclassified		0.33	5,610.00
174,900	cu. yd.	General Excavation, Location "A", Unclassified		0.20	34,980.00
12,500	cu. yd.	General Excavation, Location "B", Unclassified		1.25	15,625.00
241,900	yd. stn.	Short Overhaul		0.01	2,419.00
8,020	C-yd. stn.	Long Overhaul		0.36	2,887.20
32,100	yd. mi.	Truck Haul on Special Borrow		0.11	3,531.00
2.80	miles	Roadbed Widening and Shaping		1,000.00	2,800.00
3.52	miles	Finishing Roadbed and Slopes		500.00	1,760.00
4,900	lin. ft.	Rounding Cutbanks		0.12	588.00
1,200	lin. ft.	12-inch Concrete Pipe		2.20	2,640.00
1,100	lin. ft.	18-inch Concrete Pipe		4.00	4,400.00
60	lin. ft.	36-inch Concrete Pipe		9.50	570.00
50	lin. ft.	12-inch Corrugated Metal Pipe		3.00	150.00
180	lin. ft.	18-inch Corrugated Metal Pipe		4.20	756.00
280	lin. ft.	24-inch Corrugated Metal Pipe		6.35	1,778.00
90	lin. ft.	84-inch Corrugated Metal Pipe		45.00	4,050.00
6	only	Concrete Catch Basins		65.00	390.00
30	cu. yd.	Class "A" Concrete		57.00	1,710.00
3,400	lbs.	Metal Reinforcement		0.12	408.00
30	only	Corrugated Metal Sight Posts		2.25	67.50
3,420	lin. ft.	Metal Guard Rail		2.60	8,892.00
52,000	cu. yd.	2½" - 0 Material in Base		1.20	62,400.00
13,400	cu. yd.	3/4" - 0 Material in Base & Shoulders		1.80	24,120.00
1,540	M-gal.	Sprinkling		1.50	2,310.00
570	cu. yd.	3/4" - 0 Material in Binder Course		2.75	1,567.50
94	tons	RC-3 Asphalt in Binder Course		40.00	3,760.00
8	tons	RS-1 Asphalt in Tack Coat		50.00	400.00
28	tons	RS-1 Asphalt in Shoulder Oiling		42.00	1,176.00
95	tons	150-200 Asphalt in Shoulder Oiling		40.00	3,800.00
17,200	tons	Class "B" Asphaltic Concrete		5.25	90,300.00
1,220	cu. yd.	Aggregate in Shoulder Oiling		3.50	4,270.00
					$315,090.20

		Less Lump Sum Reduction		$- 1,608.04
		Subtotal		$313,482.16
		10% Engr. & Cont.		31,348.21
		Total		$344,830.37

Length of Roadway 6.324 miles
Cost of Roadway per mile $54,527.25

Type Code 6201
4 Lanes Roadway (Sta. 485+50 to Sta. 528+00)(Contract No. 4185)

All Required				
1,100	sq. yd.	Clearing and Grubbing (15%)	$	$ 3,986.25
240	cu. yd.	Removal of Pavement	0.20	220.00
27,200	cu. yd.	Structural Excavation, Unclassified	2.50	600.00
		General Excavation, Location "A", Unclassified	0.20	3,440.00
34,900	yd. sta.	Short Overhaul	0.01	345.00
140	C-yd. sta.	Long Overhaul	0.36	50.40
0.80	mile	Finishing Roadbed and Slopes	500.00	400.00
3,600	lin. ft.	Rounding Cutbanks	0.12	432.00
360	lin. ft.	12-inch Concrete Pipe	2.20	792.00
380	lin. ft.	18-inch Concrete Pipe	4.00	1,520.00
20	lin. ft.	36-inch Concrete Pipe	9.50	190.00
30	lin. ft.	42-inch Concrete Pipe	12.00	360.00
100	lin. ft.	18-inch Corrugated Metal Pipe	4.20	420.00
30	only	Corrugated Metal Sight Posts	2.25	67.50
280	lin. ft.	Metal Guard Rail	2.60	728.00
14,500	cu. yd.	2½" - 0 Material in Base	1.20	17,400.00
3,000	cu. yd.	3/4" - 0 Material in Base & Shoulders	1.80	5,400.00
460	M-gal.	Sprinkling	1.50	690.00
230	cu. yd.	3/4" - 0 Material in Binder Course	2.75	632.50
40	tons	RC-3 Asphalt in Binder Course	40.00	1,600.00
2	tons	RS-1 Asphalt in Tack Coat	50.00	100.00
5	tons	RS-1 Asphalt in Shoulder Oiling	42.00	210.00
20	tons	150-200 Asphalt in Shoulder Oiling	40.00	800.00
5,200	tons	Class "B" Asphaltic Concrete	5.25	27,300.00
220	cu. yd.	Aggregate in Shoulder Oiling	3.50	770.00
				$ 68,453.65
		Less Lump Sum Reduction		- 349.35
		Subtotal		$ 68,104.30
		10% Engr. & Cont.		6,810.43
		Total		$ 74,914.73

Length of Roadway 0.805 mile
Cost of Roadway per mile $93,061.77

Type Code X028
Box Culvert (Sta. 27+31.75 to Sta. 27+06.11)(Contract No. 4185)

150	cu. yd.	Structural Excavation, Unclassified	2.50	$ 375.00
100	cu. yd.	General Excavation, Location "A", Unclassified	0.20	20.00

450	cu. yd.	Class "A" Concrete	57.00	$ 25,650.00
106,100	lbs.	Metal Reinforcement	0.12	12,732.00
				$ 38,777.00
		Less Lump Sum Reduction		- 197.90
		Subtotal		$ 38,579.10
		10% Engr. & Cont.		3,857.91
		Total		$ 42,437.01

Length of Structure 0.005 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$344,830.37	$213,382.00	$131,448.37
4 Lane Roadway	74,914.73	46,358.00	28,556.73
Structure	42,437.01	26,260.00	16,177.01
	$462,182.11	$286,000.00	$176,182.11

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-27 (5)

TIDE CREEK-ST. HELENS SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; March 12, 1954

Type Code 6201
2-Lane Roadway (Sta. 73+50 through Equation 1+37.77 = 263+09.55 to Sta. 485+50)
(Sta. 528+00 to Sta. 563+09)

All Required		Clearing and Grubbing (80%)			$ 12,000.00
3,700	sq. yds.	Removal of Pavement	$	0.75	2,775.00
670	cu. yds.	Structural Excavation, Unclassified		3.50	2,345.00
1,300	cu. yds.	Trench Excavation, Unclassified		2.50	3,250.00
17,000	cu. yds.	Special Borrow Excavation, Unclassified		0.40	6,800.00
174,900	cu. yds.	General Excavation, Location "A", Unclassified		0.37	64,713.00
12,500	cu. yds.	General Excavation, Location "B", Unclassified		1.15	14,375.00
241,900	yd. sta.	Short Overhaul		0.015	3,628.50
8,020	C-yd. sta.	Long Overhaul		0.45	3,609.00
32,100	yd. mi.	Truck Haul on Special Borrow		0.15	4,815.00
2.80	miles	Roadbed Widening and Shaping		2,500.00	7,000.00
3.52	miles	Finishing Roadbed and Slopes		600.00	2,112.00
4,900	lin. ft.	Rounding Cutbanks		0.15	735.00
1,200	lin. ft.	12-inch Concrete Pipe		2.00	2,400.00
1,100	lin. ft.	18-inch Concrete Pipe		3.25	3,575.00
60	lin. ft.	36-inch Concrete Pipe		9.50	570.00
50	lin. ft.	12-inch Corrugated Metal Pipe		3.00	150.00
180	lin. ft.	18-inch Corrugated Metal Pipe		4.50	810.00
280	lin. ft.	24-inch Corrugated Metal Pipe		6.00	1,680.00
90	lin. ft.	84-inch Corrugated Metal Pipe		45.00	4,050.00
6	only	Concrete Catch Basins		75.00	450.00
30	cu. yds.	Class "A" Concrete		60.00	1,800.00
3,400	lbs.	Metal Reinforcement		0.12	408.00
30	only	Corrugated Metal Sight Posts		3.50	105.00
3,420	lin. ft.	Metal Guard Rail		3.00	10,260.00
52,000	cu. yds.	2½" - 0 Material in Base		1.70	88,400.00
13,400	cu. yds.	3/4" - 0 Material in Base and Shoulders		2.10	28,140.00
1,540	M-gals.	Sprinkling		2.50	3,850.00
570	cu. yds.	3/4" - 0 Material in Binder Course		3.25	1,852.50

94	tons	RC-3 Asphalt in Binder Course	$ 40.00	$ 3,760.00
8	tons	RS-1 Asphalt in Tack Coat	50.00	400.00
28	tons	RS-1 Asphalt in Shoulder Oiling	45.00	1,260.00
95	tons	150-200 Asphalt in Shoulder Oiling	40.00	3,800.00
17,200	tons	Class "B" Asphaltic Concrete	6.00	103,200.00
1,220	cu. yds.	Aggregate in Shoulder Oiling	3.75	4,575.00
			Subtotal	$393,653.00
			10% Engr. & Cont.	39,365.30
			Total	$433,018.30
		Length of Roadway	6.324 Miles	
		Cost of Roadway per Mile	$68,472.21	

Type Code 6201
4-Lane Roadway (Sta. 485+50 to Sta. 528+00)

All Required		Clearing and Grubbing (15%)		$ 2,250.00
1,100	sq. yds.	Removal of Pavement	$ 0.75	825.00
240	cu. yds.	Structural Excavation, Unclassified	3.50	840.00
17,200	cu. yds.	General Excavation, Location "A", Unclassified	0.37	6,364.00
34,500	yd. sta.	Short Overhaul	0.015	517.50
140	C-yd. sta.	Long Overhaul	0.45	63.00
0.80	mile	Finishing Roadbed and Slopes	600.00	480.00
3,600	lin. ft.	Rounding Cutbanks	0.15	540.00
360	lin. ft.	12-inch Concrete Pipe	2.00	720.00
380	lin. ft.	18-inch Concrete Pipe	3.25	1,235.00
20	lin. ft.	36-inch Concrete Pipe	9.50	190.00
30	lin. ft.	42-inch Concrete Pipe	14.00	420.00
100	lin. ft.	18-inch Corrugated Metal Pipe	4.50	450.00
30	only	Corrugated Metal Sight Posts	3.50	105.00
280	lin. ft.	Metal Guard Rail	3.00	840.00
14,500	cu. yds.	2½" - 0 Material in Base	1.70	24,650.00
3,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.10	6,300.00
460	M-gals.	Sprinkling	2.50	1,150.00
230	cu. yds.	3/4" - 0 Material in Binder Course	3.25	747.50
40	tons	RC-3 Asphalt in Binder Course	40.00	1,600.00
2	tons	RS-1 Asphalt in Tack Coat	50.00	100.00
5	tons	RS-1 Asphalt in Shoulder Oiling	45.00	225.00
20	tons	150-200 Asphalt in Shoulder Oiling	40.00	800.00
5,200	tons	Class "B" Asphaltic Concrete	6.00	31,200.00
220	cu. yds.	Aggregate in Shoulder Oiling	3.75	825.00
			Subtotal	$ 83,437.00
			10% Engr. & Cont.	8,343.70
			Total	$ 91,780.70
		Length of Roadway	0.805 Mile	
		Cost of Roadway per Mile	$114,013.29	

Type Code X028
Box Culvert (Sta. 27+31.75 to Sta. 27+06.11)

150	cu. yds.	Structural Excavation, Unclassified	$ 3.50	$ 525.00
100	cu. yds.	General Excavation, Location "A", Unclassified	0.37	37.00
450	cu. yds.	Class "A" Concrete	60.00	27,000.00
106,100	lbs.	Metal Reinforcement	0.12	12,732.00
			Subtotal	$ 40,294.00
			10% Engr. & Cont.	4,029.40
			Total	$ 44,323.40
		Length of Structure	0.005 Mile	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$433,018.30	$267,820.00	$165,198.30
4-Lane Roadway	91,780.70	56,766.00	35,014.70
Structure	44,323.40	27,414.00	16,909.40
	$569,122.40	$352,000.00	$217,122.40

RECEIVED
FOR FILING

NOTED
W. G. WILLIAMS

F 27(5)
4185
5128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Dear Sir:

In accordance with Assignment No. 5128, we have had a field investigation made of the complaint of R. R. Oester pertaining to the use of his hayfield by our contractor.

I am attaching hereto copies of reports from the Resident and Division Engineer advising that the claim has been settled and that Mr. Oester considers the case closed.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

FORM E-20X 57½ 3-64 79730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

St. Helens, Oregon
July 13, 1954

SUBJECT: Virginia Zimmerman R/ W File 21653
R. R. Oester Tenant

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Attn: F. T. Young

Dear Sir:

When Parker-Schram Co. moved the first pieces of their grading equipment onto the Tide Creek-St. Helens Unit of the Columbia River Highway, it was unloaded on the right of way near Sta. 58. Some of the tractors were negligently parked on private property, adjacent to the right of way, belonging to Virginia Zimmerman and leased to R. R. Oester.

Shortly after this happened, Mr. Oester made a complaint regarding this matte r to the Highway Dept. in Salem, as we discussed in our telephone conve rsation of July 8. Mr. Oester now reports that Parker-Schram Co. removed the equipment immediately when they were notified and made a satisfactory settlement for any crop damage incured.

He now considers the case settled and closed.

Very truly yours,

Roy W. Pyle

Roy W. Pyle
Resident Engineer

ASSIGNMENT

Date: June 7, 1954 No. 5128 By LVCW

Description: Letter of May 28 by R. R. Oester, of Deer Island, complaining about use of his hay field for parking of equipment in connection with construction work, copy of Floyd Query's letter of acknowledgment of June 2 attached.

Acknowledged by ____ Referred to Smith ✓

__ Investigate and report with recommendation
X Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr. _____
__ Contact correspondent and report

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Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 7-16-54 me Report Received _____

EGON
AY DEPARTMENT
ALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

2, 1954

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

ge your letter of May 28th con-
strip of your hay field for his
he highway between Deer Island

referred to the State Highway

ry truly yours

B. Glaisyer, Secretary
EGON STATE HIGHWAY COMMISSION

By Floyd Query

Floyd Query, Assistant Secretary

FAQ:md

cc - Mr. R. H. Baldock

REFERRED TO
W. C. Williams
By State Highway Engineer
Please handle

FORM S-120 500M REVISED 5-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 2, 1954

Mr. R. R. Oester
Route 1, Box 107
Deer Island, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Oester:

PLEASE RETURN TO
W. C. WILLIAMS

This is to acknowledge your letter of May 28th concerning the contractor using a strip of your hay field for his equipment in construction of the highway between Deer Island and St. Helens.

Your letter is being referred to the State Highway Engineer for investigation.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query

Floyd Query, Assistant Secretary

FAQ:md

cc - Mr. R. H. Baldock

REFERRED TO
W. C. Williams
By State Highway Engineer
Please handle

Deer Deland
May 28-54

File R

State Highway Comm.
Salem Oregon

Dear Sirs
This is in regard to the new highway between Deer Deland & St Helens -
I own at Deer Deland on the Butterfield rd. & have settled with you for your right of way. But they Started mowing in equipment May-27 & are using about 50 foot strips of my Hay field to park there equipment.
I don't care if they use the ground, after I've taken my hay crop off.
Yours

executed copies of
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HIGHWAY COMMISSION

gl
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RECEIVED
JUN 11 1954
FOR FILING

File

1 1 1
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these cases they turn
there equipment in a total
loss I am sure.

I hope you will give
this matter some consideration.

Hoping to hear from you
soon.

Sincerely
R. F. Ousted

ent

RECEIVED
JUN 1 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 11 1954
FOR FILING

File R

June 10, 1954

Parker-Schram Company
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission on May 14, 1954, as follows:

Contract No. 4184, for grading and paving on the St.Helens-McNulty Creek Section of the Old Portland and Gable Roads in Columbia County.

Contract No. 4185, for grading and paving on the Tide Creek-St.Helens Unit,Goble-St.Helens Section of the Columbia River Highway in Columbia County.

A copy of each of these contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encls.

RECEIVED
JUN 11 1954
FOR FILING

4185

June 7, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 1, 1954 on Contract No. 4185, Tide Creek-St. Helens Unit, Goble-St. Helens Section, in Columbia County, in connection with Federal Aid Project No. F-27 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DB:bp

RECEIVED
JUN 3 1954
FOR FILING

I-271(1)
4185

June 1, 1954

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland and Seattle Ry. Co.
1101 N. W. Hoyt St.
Portland 7, Oregon

Dear Sir:

Reference is made to your letter of May 24, concerning watchman and flagman expense to be incurred by the railroad company in connection with our contracts for highway improvement on the Salem-Roberts Section in Marion County and the Tide Cr.-St. Helens Section in Columbia County.

This will advise that such watchman, flagman and inspection expense as is necessarily and reasonably incurred by your company in protecting its lines against damage from operations of contractors on the projects named will be reimbursed by the Highway Department.

The nature of the work involved in these projects is such that there should be little occasion for expense of the kind mentioned and we ask that you watch your expenditures carefully with the view of holding the them to the minimum.

As both of the projects are federal-aid projects, it will be necessary that the billing be done in accordance with the federal regulations applicable to that class of project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

cc: A. G. Skelton
J. D. Walker
S. H. Probert

C
O
P
Y

May 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

This has reference to your letter of May 7, 1954, relative to receiving copy of Contract No. 4160 covering grading and paving work on the Salem-Roberts Section of the Independence-Salem Road in Marion County, and also your letter of May 17, 1954, relative to Contract No. 4185 covering grading and paving work on the Tide Cr.-St. Helens Unit of the Goble-St. Helens Section of the Columbia River Highway in Columbia County.

In your Specifications and Contract Agreements the section on "Contractor's Obligations for Protection of Railway Property" states that all watchmen, flagmen and inspectors (as employees of the railroad company) who are considered by the railroad company as necessary to protect railroad operations from hazards normally accruing by reason of the work required under the contract will be furnished by the railroad without cost to the contractor. Am I correct in assuming the Oregon State Highway Department will reimburse the railway company for such protection, as above mentioned, where contractor is not obligated for same?

You are aware, of course, of the regulations governing accounting and billing in connection with Federal Aid Projects, such as billing labor at actual cost, furnishing copies of payrolls, and other technicalities. Please advise if both of these contracts are Federal Aid Projects, and if these regulations will apply in this instance.

Inasmuch as the Oregon State Highway Department has not entered into an agreement with the Oregon Electric Railway or the Spokane, Portland and Seattle Railway on these two projects, information as to Oregon State Highway Department's obligations to the railway companies in this instance would be appreciated.

Very truly yours,

Chief Engineer

HFM-c

RECEIVED
FOR FILING

FORM E-80 25M 9-51

1-27(2)

4185

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1954

SUBJECT:

5072

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to Assignment No. 5072 which pertains to the staking of right of way through the property of Henry C. Villeneure on the Tide Creek-St. Helens Section of the Columbia River Highway.

Please be advised that this right of way was staked on May 18th.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

original assignment returned 5-19-52

RECEIVED
MAY 25 1954
FOR FILING

F-27(5)
4185

5072

May 20, 1954

Mr. Henry C. Villeneuve
745 N. Highway
St. Helens, Oregon

Dear Mr. Villeneuve:

I have issued instructions for the right of way to be staked through your property immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

FC:js me

cc Mr. Forrest Cooper

ASSIGNMENT

Date: May 14, 1954 No. 5072 By wcw

Description: Letter from Henry C. Villenaure, 745 N. Hwy, St. Helens, Oregon, 5-11-54, requesting that a survey be made showing where his property line is so that he can install a cyclone fence around his place.

Acknowledged by ____ Referred to H.G. Smith

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr. _____
__ Contact correspondent and report

PLEASE RETURN TO
W.C. WILLIAMS

Remarks:

Executed 5-20-54 Report Received _____

IN TO
AMS

745

reement, Northern Pacific
lroad Company
le-St. Helens Section
umbia River Highway

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le-St. Helens Section
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of the Railroad Com-

one copy to this office

uly

laisyer, Secretary

uery, Assistant Secretary

NOTE
W.C. WILLIAMS

FR 434

RECEIVED

files

May 1, 54

PLEASE RETURN TO
W. C. WILLIAMS

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umbia River Highway

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County. These copies
on and are now ready
of the Railroad Com-

one copy to this office

uly

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uery, Assistant Secretary

NOT
W. C. WILLIAMS

files
RR 434

RECEIVED

should put copy sent
on map. Also indicate
width of right of way
within which work is
to be done,

Yours truly

Harry [illegible]

745 N. Highway

[illegible]

RECEIVED
MAY 13 1954
OREGON
STATE HIGHWAY COMMISSION

file

reement, Northern Pacific
ilroad Company
ble-St. Helens Section
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File
RR 434

RECEIVED
SEP 24 1954
FOR FILING

Salem, Oregon
May 18, 1954

Agreement, Northern Pacific
Railroad Company
Goble-St. Helens Section
Columbia River Highway

Mr. C. W. Enfield
Chief Counsel
O f f i c e

Attention: Mr. J. W. DeSousa
Assistant Counsel

Attached hereto are two copies of an agreement with the Northern Pacific Railroad Company concerning encroachments upon the railroad property for highway right of way purposes and for slope easement purposes on the Goble-St. Helens Section of the Columbia River Highway in Columbia County. These copies have been executed by the Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Very truly

H. B. Glaisyer, Secretary

By
Floyd Query, Assistant Secretary

rm
Attach: 2

PH 431

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO Query
BY DEPUTY STATE HIGHWAY ENGINEER

Salem, Oregon
May 7, 1954

SUBJECT: Agreement, Northern Pacific Railroad Company
Goble-St. Helens Section
Columbia River Highway

To: Mr. W. C. Williams
Deputy Highway Engineer
O f f i c e

Dear Mr. Williams:

Enclosed herewith are the original and one copy of a form of agreement which I have approved as to form and legality, which agreement is to be entered into between the Northern Pacific Railroad Company and the Highway Commission concerning encroachments upon the railroad property for highway right of way purposes and for slope easement purposes.

You will notice that the provisions of paragraphs 3 and 7 obligate the State to undertake certain indemnity and save harmless obligations, which obligations in the form of the agreement are limited to the State's legal ability to undertake the same. At the time these agreements are returned to the Railroad, the letter of transmittal returning the same should clearly set forth that it is the opinion of this office that the Highway Commission does not have lawful authority to undertake any indemnity or save harmless agreement, and that in so far as the enclosed agreements place such obligations upon the State to indemnity and save harmless the Railroad company that the agreement is a nullidity. We have so advised representatives of the Railroad by telephone as to this effect when requesting modifications in this agreement, which modifications were made pursuant to our request; however, so as to insure that there will be no possible contention of misrepresentation by the State at a later date, it is desirable that this matter be called to the attention of the Railroad as a matter of record by correspondence. It is requested that the copies of this agreement, after being executed by the Commission, be returned to Mr. DeSouza for transmittal to the Railroad, and Mr. DeSouza will insure that the above matter is called to the Railroad's attention.

Yours very truly,
St. Helens project 4-1-5-L

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids received on Tide Creek.

Floyd Query
Secretary

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - J. W. DeSouza
R. L. Porter
H. B. Glaisyer

RECEIVED
MAY 18 1954
FOR FILING

F-21(-)

4185

May 17, 1954

Mr. C. F. Thomas, Chief Engr.
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

We are mailing, under separate cover, one copy of Contract No. 4185 and one set of plans covering grading and paving work on the Tide Creek-St. Helens Unit of the Goble-St. Helens Section of the Columbia River Highway in Columbia County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JRigs

cc: W. C. Williams
H. B. Gladmyer
J. W. De Sousa

FORM E-20 25M 9-51 52515

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Referring to the letter from the City of Columbia City to Mr. Baldock dated May 3, 1954, I wish to advise that as a part of the reconstruction of the Tide Creek-St. Helens Section it will be necessary to revise portions of the Columbia City water system and an extension of the water system which serves the Chimes Crest area immediately to the south. The preliminary estimate is $5,000 for accomplishing the necessary changes of the system both inside and outside of Columbia City.

It is recommended that authority be requested from the Highway Commission to proceed with the necessary water system revisions.

Forrest Cooper
Ass't. Construction Engineer

NOTED
W. C. WILLIAMS

FC:js

Encl.

The City of Columbia City

OFFICE OF THE RECORDER

COLUMBIA CITY, OREGON

May 3, 1954

REFERRED TO
Williamson.
State Highway Engineer
Please prepare answer

Honorable R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Re: The City of Columbia City

Dear Mr. Baldock:

The mayor and members of the common council of the City of Columbia City have directed that I should comunicate with you for the purpose of ascertaining the plans of the commission with regard to relocation of Highway 30 through the City and in the area commonly referred to as Chimes Crest, which said later area adjoins the City on the south and is furnished with water through a main belonging to the City laid upon Highway right-of-way pursuant to oermission granted several years ago.

There seems to have arisen some misunderstanding by reason of verbal statements and representations which may have been misunderstood, but which the mayor and council believed to be and accepted as commitments on the part of the commission. For instance, I am informed that the City Council in meeting assembled was advised by persons apparently speaking for the commission that all of the City's pipe line extending into and through Chimes Crest, as well as other lines within the City limits must be immediately moved to or adjoining the new easterly edge of the right-of-way and that the City should proceed immediately to make the said change in location and that the Highway Commission would re-emburse the city for all expense involved, except the replacment of any old pipe by new in the event the City saw fit to make any such replacement. The City Recorder has now informed the mayor and council that some representative of the Commission called at her home and informed her that these plans had been changed, the entire nature of which change was not made completely clear. This has resulted in a misunderstanding, or rather, a lack of sufficient understanding and the council feels that it would clarify the situation if the commission would submit it's proposal or proposals in writing in order that the two bodies may arrive at a meeting of the minds and without question on the part of either of authority to speak.

The authorities of the City of Columbia City desire to co-operate fully with your commission and to comply with every proper request for vacation of portions of alleys, but there is uncertainty in the minds of said authorities concerning the wishes of said commission in these respects and it is readily apparent that your commission and the City must get togather on a definitly stated program and plan.

I would suggest that comunications be addressed directly to the mayor, Mr. Peter P. Tarnoff, Columbia City, Oregon, thus saving considerable delay which might result from correspondence coming to my office first to be then forwarded by me to the mayor.

Very sincerely yours,

W. W. Gilliland

City Attorney

RECEIVED
MAY 17 1954
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
F-27(5)
41-5

ASSIGNMENT

Date: No.____ By____

Description:

4,555 C.Y.
1.05 Mi.

Acknowledged by____Referred to Smith

- X Investigate and report with recommendation
- ___ Such action as necessary and report
- ___ Comment or recommendation
- ___ Return with rough draft of reply
- ___ Prepare reply for signature of Mr._____
- ___ Contact correspondent and report

Remarks: This needs
Comm action - act
promptly

Executed_____Report Received_____

...ED
...WILLIAMS

Mr.
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MAY 17 1954

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FOR FILING

OREGON DISTRICT
F 27(5)
41A2

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 14, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-27(5), Tide Creek-St. Helens Section of the Columbia River Highway, we hereby concur as of this date in award of contract to Parker-Schram Company of Portland, Oregon on the basis of their bid of $435,735.50 which was low in combination with their bid on Project S-157(1) at the April 1, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
MAY 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

F-27(5)

-1185

May 14, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Tide Creek-St. Helens Section of the Columbia River Highway in Columbia County, Project F-27 (5), to the Parker-Schram Company of Portland, Oregon, on the basis of the bid of $433,511.75 submitted on April 1, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

1.2(1)

41 22

Salem, Oregon
May 10, 1954

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The contract for the Tide Creek-St. Helens project will be let shortly, however we have a somewhat disagreeable right of way situation at Station 518-19 which will need to be taken care of during the construction.

On the westerly side of the highway at that point is a food locker which has 325 rentals, and, if it is necessary to condemn this building, they would of necessity have to name as party defendant all 325 renters. This is obviously impractical and unnecessary. The building is located approximately 30 feet from centerline in a small fill. Therefore, please arrange the work of the contractor so as to leave the building intact and provide reasonable access thereto. All of the rentals expire December 31, 1954, at which time possession can be had without any entangling circumstances and the minor amount of grading work which might be necessary to complete the project could be done at that time.

Please see that this matter is properly handled in the field.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
R. L. Porter

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1954

SUBJECT:

1.32(4)
41.42

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The contract for the Tide Creek-St. Helens project will be let shortly, however we have a somewhat disagreeable right of way situation at Station 518-19 which will need to be taken care of during the construction.

On the westerly side of the highway at that point is a food locker which has 325 rentals, and, if it is necessary to condemn this building, they would of necessity have to name as party defendant all 325 renters. This is obviously impractical and unnecessary. The building is located approximately 30 feet from centerline in a small fill. Therefore, please arrange the work of the contractor so as to leave the building intact and provide reasonable access thereto. All of the rentals expire December 31, 1954, at which time possession can be had without any entangling circumstances and the minor amount of grading work which might be necessary to complete the project could be done at that time.

Please see that this matter is properly handled in the field.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
R. L. Porter

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

To:

Salem, Oregon
May 7, 1954

SUBJECT: Agreement, Northern Pacific Railroad Company Goble-St. Helens Section Columbia River Highway

Mr. W. C. Williams
Deputy Highway Engineer
Office

Dear Mr. Williams:

Enclosed herewith are the original and one copy of a form of agreement which I have approved as to form and legality, which agreement is to be entered into between the Northern Pacific Railroad Company and the Highway Commission concerning encroachments upon the railroad property for highway right of way purposes and for slope easement purposes.

You will notice that the provisions of paragraphs 3 and 7 obligate the State to undertake certain indemnity and save harmless obligations, which obligations in the form of the agreement are limited to the State's legal ability to undertake the same. At the time these agreements are returned to the Railroad, the letter of transmittal returning the same should clearly set forth that it is the opinion of this office that the Highway Commission does not have lawful authority to undertake any indemnity or save harmless agreement, and that in so far as the enclosed agreements place such obligations upon the State to indemnity and save harmless the Railroad company that the agreement is a nullidity. We have so advised representatives of the Railroad by telephone as to this effect when requesting modifications in this agreement, which modifications were made pursuant to our request; however, so as to insure that there will be no possible contention of misrepresentation by the State at a later date, it is desirable that this matter be called to the attention of the Railroad as a matter of record by correspondence. It is requested that the copies of this agreement, after being executed by the Commission, be returned to Mr. DeSouza for transmittal to the Railroad, and Mr. DeSouza will insure that the above matter is called to the Railroad's attention.

Yours very truly,

F. QUERY

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - J. W. DeSouza
R. L. Porter
H. B. Glaisyer

NOTED
V. R. JONES

April 7, 1954

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
Harold C[illegible]rs

NOTED
J. F. HAGEMANN

Dear Mr. Polk:

Attached are three duplicate copies of an encroachment resolution in connection with Oregon Project No. F-27(5), Tide Creek-St. Helens Section, in Columbia County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM
Att.

Columbia City

FORM E-30 25M 8-51 62315

NOTED
J. F. HAGEMANN

Ol City
Encl. Ord

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1954

SUBJECT:

RECEIVED
APR 6 - 1954
ENGINEER
...ATIONS

To: Mr. John F. Hagemann
County & City Relations
O f f i c e

Dear Mr. Hagemann:

Please be advised that I am returning to you herewith, the copy of the resolution of Columbia City, Oregon, dated March 17, 1954, wherein the said City agreed not to impede the free, convenient and safe flow of traffic of the Columbia River Highway, together with the letter of March 23, 1954, written by W. W. Dillard, City Attorney for Columbia City, Oregon.

I have checked this matter, and have found that there is no charter for Columbia City filed in the Oregon Supreme Court Library, nor have I found any Oregon law on the question of validity of this resolution. I have found, however, two cases reported in McQuillin Municipal Corporations, Volume 4. These cases are diametrically opposed, and therefore seem to leave the law unsettled at least in Oregon. The said cases are:

> Orange v. Clement, 41 Cal. App. 497 - Omission to give notice as required, invalidates the (special) meeting, if one member is absent. (Note 24, Page 511, McQuillin Municipal Corporations).
>
> State v. Bowers, 26 Ohio Cir. Ct. 326, aff'd 70 Ohio St. 423 - Proceedings of a special meeting, held valid though one member was absent and had not been notified. (Note 31, Page 513, McQuillin Municipal Corporations).

There is a general presumption that where nothing appears to the contrary, the proceedings of public bodies are in the proper manner. In view of the fact that you have advised that Columbia City appears to have ulterior motives for holding their proceedings invalid, and in view of the request that the copies of the proceedings be returned to the city officials rather than merely advising all interested parties that the proceedings were invalid, there would appear to be cause for believing that said resolution

was valid. However, without further facts, it would be impossible to reach a definite conclusion.

Yours very truly,

O. E. McAdams, Jr.

O. E. McADAMS, JR.
Assistant Attorney

OFMcA:FRC

cc- Mr. C. W. Enfield

Form cc-11 (1954)

R E S O L U T I O N

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, is routed through the City of Columbia City, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

The Columbia River Highway from the northerly City boundary to the westerly City boundary.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Columbia City will guarantee by resolution officially adopted by the City Council of said city that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said city which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said city; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Columbia City, Columbia County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said city, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Columbia City Columbia County, Oregon, this 17 day of March, 1954.

ATTEST: Elva A. Huntington
City Recorder

Peter P. Dumont
Mayor

NOTED
V. R. JONES

N[illegible]
Harold [illegible]yers

April 5, 1954

Mrs. Elva A. Harrington
City Recorder
Columbia City, Oregon

Dear Mrs. Harrington:

Attached are the six signed copies of the resolution as requested in your letter of April 1st. In connection with this resolution, I would like to again assure you that the resolution is merely a standard form required by the Federal Bureau of Public Roads in connection with projects partially financed with federal funds, and by adoption of same the City in no way waives any of its rights of access for city streets under the existing Oregon laws.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

The City of Columbia City
OFFICE OF THE RECORDER
COLUMBIA CITY, OREGON

April 1, 1954

Oregon State Highway Department.
Salem
Oregon.

NOTED
Harold C. Ayers

Gentlemen:-

Mr. Dillard said you had sent
le more resolutions to be signed.
The city council wishes for you to return
the le signed copies we gave to Mr. Jones.
The council would like for them to be
here by April 5 as they have meeting in evening.

Thanking you.
Yours Truly
Elva A. Harrington
City Recorder.

NOTED
J. F. HAGEMANN

RECEIVED
APR 2 1954
ENGINEER
COUNTY-CITY RELATIONS

RECEIVED
APR 2 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

F-27(5)
1185

F-27(5)

April 5, 1954

Parker-Schram Company
400 Builders Exchange Building
340 S. W. Stark Street
Portland 4, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 accepted your combination bid in the amount of $54,110.90 for grading and paving the St. Helens-McNulty Creek Section of the Old Portland County Road and Cable Road connection west and southerly from St. Helens and $435,735.50 for grading and paving the Tide Creek-St. Helens Section of the Columbia River Highway northerly from St. Helens, both of which are in Columbia County, which was the low combination bid received for those jobs. The Commission referred the bids to the Engineer with authority to award the contracts to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

NOTED
V. R. JONES

March 25, 1954

Mr. W. W. Dillard
City Attorney
Columbia City, Oregon

NOTED
Harold C. Ames

NOTED
J. F. HAGEMANN

Dear Sir:

In reply to your letter of March 23, 1954, regarding an encroachment resolution in Columbia City, the State Highway Commission plans to accept bids for the reconstruction of the Tide Creek-St. Helens Unit of the Goble-St. Helens Section of the Columbia River Highway at its April 1-2 meeting. This project is to be partially financed with Federal funds, and in projects of this nature, it is a requirement of the Bureau of Public Roads that the city adopt a standard form of encroachment resolution covering that portion of the project within the corporate limits. This resolution form generally provides that the city will permit no encroachments upon the right of way which will permanently interfere with the free and convenient flow of traffic. Six copies of such a resolution are enclosed.

Please present this resolution to the City Council, and if adopted, return five signed copies to this office and keep the original copy for the city's records.

Your early attention to this matter will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM
Encl.

The City of Columbia City

OFFICE OF THE ~~RECORDER~~ City Attorney

COLUMBIA CITY, OREGON

March 23, 1954

Oregon State Highway
Commission
Salem, Oregon

Gentlemen:

In the ordinary course of affairs, The City of Columbia City, submits to me as its Attorney, for legal approval or disapproval any and all actions of importance which may have been taken by the city in my absence; and the purported resolutionallegedly adopted by the city on March 17th last, with regard to Highway matters has been so submitted.

I find that the alleged special meeting held on the said 17th, was not properly called and was in fact not a meeting of the City Council of The City of Columbia City and that therefore; the said purported resolution is not a resolution of the city and of no legal force and effect.

I would suggest that if you desire the resolution properly submitted for municipal action, you furnish the city with the form of resolution you would like to have adopted in order that it may be properly considered and legally acted upon.

Very sincerely yours,

W. W. Willard

RECEIVED
MAR 24 1954
ENGINEER
COMMUNITY RELATIONS

RECEIVED
MAR 24 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your March 12, 1954 request for individual project program change Item 159, Project F-27(5), Federal-aid Primary Highway Program, Supplement No. 15, was approved by our Division Office effective March 16, 1954. This letter will confirm for the record our previous verbal notification in this matter.

The item will now appear on the program as follows:

Item No.	159
Project No.	F-27(5)
County	Columbia
FA Route	1
U.S. Route	30
Termini	Tide Creek to St. Helens
Construction Cost:	
Total	$570,000
Federal Funds	$352,000
State Funds	$218,000
Length	7.13 mile
Character of Proposed Work:	Grade and drain. High type pavement, 2-lane 6.3 mile; 4-lane 0.8 mi. 1 bridge length 26 ft.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAR 23 1954
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

March 19, 1954

NOTED
V R JONES

Mrs. Elva A. Harrington
City Recorder
Columbia City, Oregon

Dear Madam:

This is to acknowledge receipt of seven copies of an encroachment resolution, one by mail and six copies handed directly to Mr. Jones of this office, covering the Columbia River Highway through Columbia City. We are returning the original copy for your records.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

RECEIVED
MAR 25 1954
FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-27(5), Tide Creek-St. Helens Section of the Columbia River Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all necessary rights of way or rights of entry in connection with the project have been acquired.

Please furnish the usual copies of an encroachment resolution covering the proposed construction within the corporate limits of Columbia City.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAR 25 1954
OREGON
STATE HIGHWAY COMMISSION

The City of Columbia City

OFFICE OF THE RECORDER

COLUMBIA CITY, OREGON

March 16, 1954

State Highway Department.

Salem

Oregon.

Gentlemen:-

The city council didnt have a muting last nite.
The resolution was discussed and they said they would like an agreement in writting how many streets the city would have acces to the highway when it is completed?
Will there be any dividers in middle of highway?
They would liket this also in agreement.
When they get this agreement from state they will consider the resolution.
Council meets the first and third Monday of the month.

Yours Truly

Elva A. Harrington

City Recorder.

RECEIVED
MAR 17 1954
ENGINEER
COMMUNITY RELATIONS

RECEIVED
MAR 17 1954

RECEIVED
JUL 23 1958
FOR FILING

4186

July 22, 1958

843

Mr. and Mrs. Merle Hockett
1760 East Adams Street
Cottage Grove, Oregon

Dear Mr. and Mrs. Hockett:

We have had an investigation made of the complaints regarding the drainage in the vicinity of your residence as set forth in your letter of June 26. Our investigation has revealed the following facts:

1. The culvert, about which you have made complaint, is installed in a natural drainage.

2. This natural drainage does not carry as much water at the present time as it did before the freeway was built because some waters, formerly tributary, have been diverted to the Main Street drainage system.

3. Information has come to our attention which indicates that this is not a new condition, as the ground upon which your house is built was subject to flooding in past years.

4. The culvert under the Ernest Road is not tributary to the 24-inch culvert that conveys the water which is troublesome to you.

In view of the above, we will clean the channel from the highway right of way to the intersection of Adams and 16th Streets. Disposal of the water from this point on will be your and the adjacent property owners' problem. A possible solution to this problem could be the construction of a ditch along the northerly side of 16th Street to East Main, thence west along East Main approximately 200 feet to an 18-inch culvert; however, this solution is one for you and the other interested parties in the area to work out. It would constitute a diversion of drainage out of the natural drainage channels and should be cleared with county officials. I am sure that you will appreciate the fact that State highway funds cannot be spent for the correction of a situation that was not of our making.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. D. J. Sage
LHY:jc fn

FORM E-20X—67,600—8-56—96655

OREGON STATE HIGHWAY DEPARTMENT

July 14, 1958

INTER-DEPARTMENT CORRESPONDENCE

Complaint of Mrs. Merle Hockett
Cottage Grove
Assign. #54-I

L. H. Young
Asst. Construction Engineer
Salem, Oregon

SUBJECT:

To:

Reference is made to a complaint received from Mrs. Merle Hockett, 1760 E. Adams Street, Cottage Grove, regarding a drainage problem at the intersection of Adams Street and 18th Street on the westerly side of the Pacific Freeway in the vicinity of Station 758. I attach hereto copy of a report written by Mr. D. J. Sage, District Maintenance Superintendent at Eugene, together with a sketch map showing the general lay out of this area.

Referring to the sketch map, please be advised that the shaded area on the back of the sketch and the green arrows indicate the approximate direction and extent of the original drainage through this area. The blue colors indicate the drainage flow as it now exists. I agree with Mr. Sage's deduction that we are not conducting more water to the intersection of Adams and 18th Street than was previously the case. In fact, I believe less water now reaches this area.

I call your attention to the third paragraph of Mr. Sage's report regarding past conditions in this vicinity. I also call your attention to the fact that there are small drainage ditches down both sides of 18th and both sides of Adams Street. Direction of flow is indicated on the sketch. You might be advised that this area, I believe, lies just outside the city limits of Cottage Grove. It, therefor, can not be classed as a problem of the City of Cottage Grove but rather one for the local property owners.

If we followed Mrs. Hockett's desires, we would be responsible for the drainage down the easterly side of 18th Street under 18th Street in an enlarged culvert and must, of necessity, clean the existing ditch from 18th Street to where the natural channel takes the water under East Main Street in an 18-inch culvert.

CONSTRUCTION DIVISION
RECEIVED
JUL 15 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

I do not feel that it is the responsibility of the State Highway Department to any more than clean a channel from the highway right of way to the intersection of Adams and 18th Street. This clean out of the existing drainage ditch in that area will be done. I recommend that Mrs. Hockett be so advised and also advised that the problem of handling the drainage from the intersection of Adams and 18th Street is one for solution by the local property owners.

F. D. Morgan
Division Engineer

dls
encls.
cc: D. J. Sage

FORM E 503—97,500—8-57—1077

OREGON STATE HIGHWAY DEPARTMENT

INTER-OFFICE CORRESPONDENCE

Eugene, Oregon
July 17, 1959

SUBJECT: Complaint of Mrs. Merle Hockett,
Cottage Grove
Assign's 54Y & FDM 96

To: F. D. Morgan
Div. Engineer
Roseburg, Oregon

Reference is made to a complaint received from Mrs. Merle Hockett, 1760 E. Adams St., Cottage Grove, regarding a drainage situation located at the intersection of Adams and 18th. St. on the west side of the Pacific Freeway in that city. Mrs. Hockett claims that the water passing through our 24" culvert at Station 7[illegible]+60 causes an undesirable flooding condition to her property, located just south of 18th. St. and adjacent to Adams Street on both north and south sides.

The aforesaid 24" culvert provides a runoff for a drainage area defined by the easterly extension of Adams Street on the north and Madison Street on the south. A small amount of additional runoff may have been diverted to this culvert from the south 200' of the highway cut or approximately from Station 763+50 to 765+50. However, to more than offset this, is the fact that the runoff from the Arnest property to the northeast, which prior to the construction of the highway, ran westerly along Adams Street, has now been cut off by the ditch on the east side of the Freeway and is thus conveyed northerly and away from the 24" culvert. In addition to this the ditch on the east side of the frontage road extension leading to the O. Arnest buildings intercepts the seepage from the steep hillside to the east and conveys it through the 12" culvert as shown in the accompanying sketch. From the lower end of this 12" culvert the water runs down the bank into the ditch and through the cut, also in a northerly direction. The old roadbed of Adams Street, just east of the Freeway pavement, prevents this water from flowing southwesterly toward the 24" culvert. Consequently it would appear that by cutting off the water above and to the east of the frontage road extension and leading it away from the culvert above the Hockett property that we have improved rather than harmed the Hockett property as well as natural drainage area to the northwest and north of the highway.

Mr. O. B. Arnest, who has lived at this location for a great number of years, told me that prior to the construction of the Freeway and during severe rain storms, the water ran westerly down the steep grade of Adams Street causing flood conditions at the 18th. and Adams Street intersection. In fact, he had a cow barn, at the location where the Hockett's new house is, under construction, that was flooded out on more than one occasion.

The solution to the drainage problem is fairly easy. A ditch can be constructed with a motor grader northerly along the east side of 18th. Street to East Main St. From there the water can be turned west along the south side of East Main, which is a County Road, for a distance of approximately 200' to an 18" culvert. There are no driveways entering 18th. Street along the east side.

To: [illegible] Morgan

Re: Complaint of Mrs. Merle Hockett, Cottage Grove

Date: July 11, 1950

However, this solution is one for Mrs. Hockett and their neighbors to work out and one in which the State should not participate as it constitutes a dangerous precedent of driving. I recommend that we confine our cooperation to the construction only of a catch across the triangular shaped piece of State property at the southeast corner of the intersection.

D. J. Sage
Dist. Maint. Supt.

DJS:jsb
Encl.

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT
GOSHEN-DIVIDE SECTION
PACIFIC HIGHWAY
LANE COUNTY

SHEET NO. 13

STATE	FED. PROJ. NUMBER	FISCAL YEAR	TOTAL SHEETS
OREGON	I-FI-16(22)		

Revisions — Date
Bridge Lengths — June 2, 1954
Paving Proj details — 12, 8, 54

Sec. 34
Sec. 27
Sec. 33
Sec. 28
"Q" LINE
"QA" LINE — For Profile see sheet 27
R/W Line
Install 12" Pipe - 60'
+90 Const Rd Apor
Reconstruct Exist Water Main (Work to be done by others)
Install Metal Guard Rail 40'
N 41° 26' E
Const 0-11 Oil Mat Surface "QA" 0+00 to QA 10+37.18 & 7+42.60 Grading Contr.
Inst 12" Pipe - 39'
772+12 P.S.
500' Spiral S 10°00' a 0.8
Existing Conc Spring House
Const Drain Ditch - 260'
Const Conc Curb Type "C"
Q 10°37'40" D 10°6'21.29" L.C.
S. 41° 52' W
T.H. No 47
Install Metal Guard Rail - 28', 28'
Existing 12" Water Pipe
Existing Water Pipe
Const 5' Oil Mat Footpath
Q 100' Rad C.A. 50°00' D 46°67'
Q 4+31.09 PT
Q 5+43.77 PC
Q 5+49.78
16% St.
BELMONT St.
MADISON ST.
763+35.69 PC 5
767+35.69 PT
100 Inst 18" Pipe - 99'
400' Spiral S 2°00' a 0.25
Q 0+00
5.01° 54' N
"Q" LINE — See sheet 27 for profile
10+2.50 Install 12" Pipe 39'
Const 0-11 Oil Mat Surface "Q" 0+00 to 1+52.6 Grading Contr.
Const R.C.D.G. Grade Separation Structure 100' Roadway width 30' (Under Separate Contract)
50' Inst 36" Pipe - 144'
Existing 12" Water Pipe
R/W Line
Install 36" Pipe - 84' (Complete Sewer Main)
Install 12" Pipe - 72' (Complete Water Main)
Install 36" Pipe - 84'
Install 12" Pipe - 84'
Gen Exc 134 CU YD
Note - Inst. Pipes 4' Center to Center in 8' Bore (French), Sides Vertical
Install Metal Guard Rail 40'
Install Metal Guard Rail 28'
Install Metal Guard Rail 28'
Install 12" Pipe 198'
Str. Exc. 4.5 CU. YD.
(Water Main Conduit & 12" Overflow Pipe)
+00 Install 18" Pipe - 99'
Str. Exc. 13 CU. YD.
(Under Separate Contract)
Const. R.C.D.G. Grade Separation Structure
Roadway Width - 30'
Const Drain Ditch - 260'
Gen Exc 200 CU YD
(Batt Width of Slopes 12:1)
Install 36" Pipe 144'
Str. Exc 32 CU YD.
+00
638.87
300' V.C.
+1.77
+0.949
Subgrade 18 1/2"
+08.57
+18.51
710
700
690
680
"QA" Exc. 481
Exc. 123 "Q" Exc. 173
"Q" Emb. 705
"QA" Exc. 481
"Q" Exc. 2887
Emb. 2561
"Q" Emb. 455
See sheet 12
from sta 780
from sta 803
Exc. 5599
Exc. 2078
"QA" Emb. 1889
Emb. 2182
Emb. 14,356
Emb. 6106 "QA" Emb. 284
Exc. 27,366
"QA" Exc. 2035
760
765
770
775

T. 20 S. W. W.M.

Structure

Sec 34

Sec 33

Sec 28

Sec 27

Const. A.C. Pavmt. & Rock Base (Paving Project)

Reconstruct Exist. 2" Water Main (Work to be done by others)

Install 100' 24" Pipe

Install Metal Guard Rail 40'

Const. 0-11 Oil Mat. Surface Grading Contr.

Install 12" Pipe 198' (Conduit drain)

Recommend Ditch

Small ditch both sides

Merle Hocket

E. LINE SHIELDS D.L.C.

BELMONT ST.

ADAMS ST.

MADISON ST.

Install 36"-Pipe 84' (Conduit for water main) Install 12"-Pipe 84' (Over flow pipe)

Install Metal Guard Rail - 28'; 28'

400' Spiral

Const. 0-11 Oil Mat. Surface @ 0+00 to @ 7+52.6 Grading Contr.

Co. Rd. No. 407

Small ditch both sides Adams St.

66832

Install Metal Guard Rail Lt - 40'

Install Metal Guard Rail Rt - 28'

Install Metal Guard Rail Rt - 28'

Install 12" Pipe Rt - 198' Str. Exc. 4.5 Cu. Yd.

Spike in 10" Maple Sta. 739+00 - 23' Rt.

Install 24" Pipe - 100' Str. Exc. 15 Cu. Yd.

Install 36" Pipe - 84' Install 12" Pipe - 84' Conduit Exc. 134 Cu. Yd. Note - Inst. Pipes 4' Center to Center in 8' Bolt Trench, Sides Vertical

Water Main Conduit (2" Overflow Pipe)

Install 12" Pipe - 99' Str. Exc. 32 Cu. Yd.

+0.949

Finished Grade - 12' Rt.

℄ Subgrade 18' Lt.

"QA" Exc. 481

Exc. 123 "Q" Exc. 173

"QA" Emb. 705

2679 "C" Exc. 1396

Emb. 3708

Exc. 56

Emb. 5739

Exc. 5599

Exc. 2078

"QA" Emb. 1889

Exc. 10,115

Exc. 27,366

"QA" Exc. 2035

Emb. 6108 "QA" Emb. 284

750

755

760

765

T. 20 S. W. W.M.

(Under Separate Contract)
Const RCDB Grade Separation Structure
Roadway width 30'

Grading Contract
Const 0-11 Oil mat surface
Sta "0" 0+00 to Sta "0" 13+05

Match Line

For Profile see sheet 27
"0" LINE

E MAIN ST

WHITAKER ST

Const Conc. Curb Type "C"

Const 5'-0-11 Oil Mat Footpath

Install Metal Guard Rail 40'

Install Metal Guard Rail 28'

Install Metal Guard Rail 40'

Install Metal Guard Rail 40'

Install Const 2 Conc Catch Basins

Install 12" Sewer Pipe 39' St Const. Rd (Conn #511)

Install 18" Pipe 90' Const Outlet ditch

Const A.C. Pavmt & Rock Base (Paving Project)

Const 0-11 Oil mat surface Grading Contr.

Install 12" Pipe 39' (Conduit organ)

Recommend Ditch

Small ditch both sides Adams St.

E LINE SHIELDS D.L.C.

ADAMS ST

Merle Hackett

Co Rd No 407

12" Culv.

Install Metal Guard Rail Rt 40'

Install Metal Guard Rail Lt 40'

Const A.C.P.C. Grade Separation Structure Roadway Width 30'

Install 18" Pipe 90' Construction Ditch 31' Exc. 10 CU YD

Install 24" Pipe 100' 31' Exc. 75 CU YD

Spike in 10" Maple Sta 239+00 - 125' Lt

Finished Grade - 12' RH

Exc. 2679 "0" Exc. 1396
Emb. 3108

"0" Exc. 596
Emb. 541

Exc. 93 "0" Exc. 4348
Emb. 3980
See Sheet 12

Exc. 101 "0" Exc. 15,455

Exc. 10,115

Exc. 56
Emb. 5139

Exc. 4599

To Sta 739 & 740+30

To Sta 737+80

To Sta 736

680

670

660

705

750

755

760

ASSIGNMENT

Date: June 30, 1958 No. 843 By J

Description: Letter of June 26, sketch attached, re drainage problem caused by construction of new freeway on southeast edge of Cottage Grove, property of Mr. and Mrs. Merle Mockett

Acknowledged by____ Referred to Edwards

XXX Investigate, ~~and correspond with~~ recommendation
__ Such action as necessary and report
__ Comment or recommendation
XXX Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 7-22-58 mc Report Received_____

1760 East Adams
Cottage Grove, Ore.
June 26, 1958

Chief Engineer
State Highway Department
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Sir:

This is in regards to a drainage problem caused by the construction of the new freeway # 99 on the south east edge of Cottage Grove. We seem to be getting nowhere in the solution of the problem with Mr. Sage in Eugene so thought we would write to you. Mr. Sage says this is natural drainage from a steep hill above us and was always there. We maintain that all the water from 2 directions has been concentrated at a point where there is a two foot culvert that empties a very short distance from our property and no provision has been made to get rid of it. Besides this culvert there is another road above (which the state put in at the same time) that contains another culvert whose water would run directly down to the

first one.

We have considerable evidence which proves that we get more water here to whit:

1. Our neighbor Mr. Paul Radtke had a floor furnace which flooded out for the first time this past winter in spite of the little amount of rain.
2. Surface water stands where it has never stood before.
3. The dence blackberry and other underbrush which has sprung up below the culvert where there was only a small amount during the ten previous years.

We are asking the state to ditch this water down two blocks to East Main which is a county road since both of these roads - both 18th st. and East Adams are dedicated and maintained only by the people living along them. Mr. Sage offers only to ditch through the blackberry jungle and put in a culvert under East Adams on condition that the neighbors stand all the rest of the expense for ditching down to East Main. Since the roads took care of previous run-off we contend it is up to the state to take care of this extra water.

We would appreciate your consideration and an answer soon. Sincerely,

Mr. and Mrs. Merle Hochstetler

P.S. Please see accompaning diagram.

(Tate owned residence

only house on Adams east of 18th St.

blackberry jungle

(dedicated road)

dedicated road

RECEIVED
1957
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT

(date) Dec. 24, 1957

I-FI.1(22)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
		F. L. Somers & George R. Stacy Co.	
4186 (VOUCHER NO.) 486	27 Post Final (WARRANT NO.)	(AMOUNT)	(DATE)
29370	H 200053	$ 4,208.74	12/23/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchcomb
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: Oct. 19, 1956

Completion Date: Oct. 19, 1956

Date Accepted: Mar. 28, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 26, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query
By Floyd Query
Assistant Secretary

Warrant Mailed: DEC 26 1957

NOTED ON CARD

RECEIVED
DEC 11 1957
FOR FILING

Dec. 10, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

You are hereby notified that a post-final payment will be made to F. L. Somers and George R. Stacy Company on contract No. 4186, for grading on the Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $849,730.49, including the post-final payment of $4,208.74. Of the total, $33,933.77 is for force account work.

This notice supersedes and cancels our notice to you dated Nov. 14, 1957.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 14 1957
FOR FILING

Nov. 14, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

You are hereby notified that a post-final payment will be made to F. L. Somers and George H. Stacy Company on Contract No. 4186, for grading on the Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $847,068.74, including the post-final payment of $1,546.99. Of the total, $33,920.57 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Continental Casualty Co.
Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 15 1957
FOR FILING

State: Oregon

Project No.: I(52)-FI-161(22)

MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 8th day of October, 1954, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project FI-161(22), is hereby modified to change the approved estimate of cost to $828,425.55 and the Federal funds set aside to the credit of the project to $513,458.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 9th day of July, 1957.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By: Chas H Purvis
Chairman, State Highway Commission

By: M R Wilson
Member, State Highway Commission

By: [illegible]
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By: C H Polk
Division Engineer
U.S. Bureau of Public Roads

Oregon State Highway Department

Federal Aid
Project No. I(52), FI-161(22)

COAST FORK WILLAMETTE RIVER-DIVIDE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Based on constructed quantities at low bid prices and price agreement, etc.)

Salem, Oregon May 13, 1957

Type Code 0010
Roadway (Sta. 447+88.18 to Sta. 792+55)(Sta. 799+30 to Sta. 1056+80)(Contract No. 4186)

Outside City Limits of Cottage Grove

Clearing and Grubbing (98%)	All Required			$ 48,020.00
Structural Excavation, Unclassified	5,904.3	cu.yds.	$ 3.00	17,712.90
Borrow Excavation, Unclassified	720,523	cu.yds.	.23	165,720.29
General Excavation, Unclassified	752,075.5	cu.yds.	.24	180,498.12
Short Overhaul	5,996,341.1	yd.st.	.005	29,981.70
Long Overhaul	248,793.4	C-yd.sta.	.40	99,517.36
Rock Slope Protection	886.8	cu.yds.	1.50	1,330.20
Finishing Roadbed and Slopes	11.31	miles	800.00	9,048.00
Rounding Cutbanks	13,350	lin.ft.	.15	2,002.50
60-inch Corrugated Metal Pipe	200	lin.ft.	28.00	5,600.00
72-inch Corrugated Metal Pipe	44	lin.ft.	34.00	1,496.00
72-inch, 8 Gage Corrugated Metal Pipe	146	lin.ft.	37.00	5,402.00
6-inch Perforated Metal Pipe	5,166	lin.ft.	2.00	10,332.00
3/8" - 0 Backfill in Drains	1,351	cu.yds.	4.00	5,404.00
12-inch Concrete Pipe	2,022	lin.ft.	1.75	3,538.50
18-inch Concrete Pipe	4,146	lin.ft.	3.40	14,096.40
24-inch Concrete Pipe	2,883	lin.ft.	4.50	12,973.50
36-inch Concrete Pipe	474	lin.ft.	8.00	3,792.00
48-inch Concrete Pipe	396	lin.ft.	14.00	5,544.00
12-inch Sewer Pipe	201	lin.ft.	2.00	402.00
Salvaging Culvert Pipe	264	lin.ft.	2.00	528.00
Class "A" Concrete	493.78	cu.yds.	49.00	24,195.22
Metal Reinforcement	92,440	lbs.	.11	10,168.40
Concrete Catch Basins	2	only	70.00	140.00
Concrete Curbs	51.56	cu.yds.	42.00	2,165.52
Selected Roadbed Topping	33,713	cu.yds.	1.10	37,084.30
3/4" - 0 Material in Leveling Course and shoulders	7,929	cu.yds,	2.45	19,426.05
Sprinkling	1,399.4	M-gals.	2.00	2,798.80
Furnishing and Placing Aggregates	2,968.4	cu.yds.	3.00	8,905.20
Furnishing and Placing 150-200 Asphalt	218.13	tons	40.00	8,725.20
Furnishing and Placing RS-1 Asphalt	19.97	tons	43.00	858.71

Extra Work Order No. 6

Remove deposit and Straighten Row River Channel	All Required			$ 3,015.02

Price Agreements

PA #2	60-inch Corrugated Metal Pipe	132 lin.ft.	$ 32.27	$4,259.64
PA #3	30-inch Concrete Pipe	168 lin.ft.	6.00	1,008.00
PA #4	Cement Adjustment	77.2 bbl.	5.60	432.32
PA #14	6-inch Perforated Drain Pipe	4,934 lin.ft.	1.89	9,325.26
PA #18	Rock Slope Protection	1,623 cu.yds.	1.50	2,434.50
PA #19	Class "B" Asphaltic Concrete	278.348 tons	7.00	1,948.43
PA #22	RS-2 Asphalt in Pavement Seal	35.27 tons	43.00	1,516.61
PA #23	Sand Blanket Material	539 cu.yds.	2.50	1,347.50
		Subtotal		$762,694.15
		Engr. & Cont.		57,664.04
		Total		$820,358.19

Length of Roadway . . . . . 11.333 miles
Length of 18 Structures . . . . . 0.379 mile (Exceptions)
Total Length . . . . . 11.712 miles
Cost of Roadway per mile. $72,386.67

Inside City Limits of Cottage Grove

Type Code 0010
Roadway (Sta. 792+55 to Sta. 799+30)(Contract No. 4186)

Clearing and Grubbing (2%)	All Required		$ 980.00
Structural Excavation, Unclassified	343.6 cu.yds.	$ 3.00	1,030.80
General Excavation, Unclassified	8,364.8 cu.yds.	.24	2,007.55
Short Overhaul	24,081.7 yd.st.	.005	120.40
Finishing Roadbed and Slopes	0.11 mile	800.00	88.00
18-inch Concrete Pipe	231 lin.ft.	3.40	785 .40
24-inch Concrete Pipe	69 lin.ft.	4.50	310.50
12-inch Sewer Pipe	~~741~~ 741 lin.ft.	2.00	1,482.00
Concrete Catch Basins	1 only	70.00	70.00
Selected Roadbed Toppings	204 cu.yds.	1.10	224.40
3/4" - 0 Material in Leveling Course and Shoulders	48 cu.yds.	2.45	117.60
Sprinkling	9.87 M-gals.	2.00	19.74
Furnishing & Placing Aggregates	36.1 cu.yds.	3.00	108.30
Furnishing & Placing 150-200 Asphalt	2.43 tons	40.00	97.20
Furnishing & Placing RS-1 Asphalt	1 tons	43.00	43.00
	Subtotal		$ 7,484.89
	10% Engr. & Cont.		582.47
	Total		$ 8,067.36

Length of Roadway . . . . . 0.105 miles
Length of Structures. . . . . 0.023 mile
Total Length . . . . . 0.128 mile
Cost of Roadway per mile. $76,832.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City Limits			
Roadway	$820,358.19	$508,458.00	$311,900.19
Inside City Limits			
Roadway	$ 8,067.36	$ 5,000.00	$ 3,067.36
	$828,425.55	$513,458.00	$314,967.55

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939

State Funds for Maint.: Chap. 529, Laws, 1939

	Total	Primary Portion	Interstate Portion
Total Cost Outside City	$820,358.19	$134,429.25	$685,928.94
Total Cost Inside City	8,067.36	1,322.60	6,744.76
	$828,425.55	$135,751.85	$692,673.70
Federal Fund, Outside City	$508,458.00	$ 83,319.24	$425,138.76
Federal Funds, Inside City	5,000.00	819.60	4,180.40
	$513,458.00	$ 84,138.84	$429,319.16

OREGON STATE HIGHWAY DEPARTMENT

(date)

April 12, 1957

E. I. E. 161(22)
41.6

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4186	26 final	E. I. Somers & George R. Stacy Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7728	H 178094	$ 25,528.46	April 11, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Dan Monchton
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: to Oct. 19, 1956

Completion Date: Oct. 19, 1956

Date Accepted: Mar. 28, 1957

Penalties: None of record

Claims: None of record

Remarks: None

Date: April 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 15 1957

NOTED ON CARD

RECEIVED
MAR 27 1957
FOR FILING

I FI-16(23)

4[illegible]

March 26, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4186 for work performed on the Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County was completed by the contractor, F. L. Somers and George R. Stacy Co., on October 19, 1956 but has not as yet been accepted by the Commission.

Final payment in the amount of $25,528.46 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $845,521.75, of which amount $33,656.59 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 2 1957
FOR FILING

I FI-1611(3)

4/1

March 26, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4186 for work performed on the Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County was completed by the contractor, F. L. Somers and George R. Stacy Co., on October 19, 1956 but has not as yet been accepted by the Commission.

Final payment in the amount of $25,528.46 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $845,521.75, of which amount $33,656.59 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 27 1957
FOR FILING

I-FI-1611(3)

4

March 26, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4186 for work performed on the Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County was completed by the contractor, F. L. Somers and George R. Stacy Co., on October 19, 1956 but has not as yet been accepted by the Commission.

Final payment in the amount of $25,528.46 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $845,521.75, of which amount $33,656.59 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 21 1957
FOR FILING
I-FI-161(22)
414

March 20, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

On December 3rd we requested your concurrence for an extension of time on the Goshen-Divide Grading Contract No. 4186, Oregon I-FI-161 (22) from July 31, 1955 to and including, October 19, 1956. Our records do not indicate that we have had a reply to this request.

Will you kindly advise your recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
MAR 21 1957
FOR FILING
I-FI-161(2nd)
4186

March 20, 1957

Mr. G. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

On December 3rd we requested your concurrence for an extension of time on the Goshen-Divide Grading Contract No. 4186, Oregon I-FI-161 (22) from July 31, 1955 to and including, October 19, 1956. Our records do not indicate that we have had a reply to this request.

Will you kindly advise your recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
JAN 21 1957
FOR - FILING
I-FE-161(22)
4186

January 21, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. L. Somers & George K. Stacy Co. in connection with contract No. 4186, for grading on Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County. This payment in the amount of $4,010.41 will be released to the contractor on or after January 31,1957. The retained percentage is $25,360.62.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
Victor S. Risley Co.
806 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 21 1957
FOR - FILING
I FI-16 (Cont)
4186

January 21, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. L. Somers & George R. Stacy Co. in connection with contract No. 4186, for grading on Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County. This payment in the amount of $4,010.41 will be released to the contractor on or after January 31,1957. The retained percentage is $25,360.62.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
Victor S. Risley Co.
806 Board of Trade Bldg.
Portland 4, Oregon

...ED ON CARD

FORM S-120 50M REVISED 2-55

RECEIVED
DEC 28 1956
FOR FILING
I-FI-1..
41-F

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 28, 1956

F. L. Somers & George F. Stacy Co.
P. O. Box 938
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from July 31, 1955 to October 19, 1956 within which to complete your contract No. 4186, for grading on Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

Geary Worth,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
DEC 13 1956
FOR FILING

I-FL-161

December 12, 1956

Request for extension of time
No. 22
December 17 and 18, 1956 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from F. L. Somers and George E. Stacey Company for an extension of time on the Oester-Divide Grading Section, Contract No. 4176, from July 31, 1955 to October 19, 1956.

Incompleted bridges on the Coast Fork Willamette River, the Martin Road bridge, and the overpass over the county road, which were under separate contract, materially held up the prime contractor. Also, heavy rains in December of 1955 occasioned numerous slides and wet conditions which halted the work on this project. This project was actually completed on October 19, and I recommend that the extension to and including that date be granted without penalty.

Mr. C. C. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:of hi

RECEIVED
DEC 5 1956
FOR FILING

I FI-161(22)
4186

December 3, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Goshen-Divide Grading, Contract No. 4186, Oregon I-FI-161 (22), from July 31, 1955, to and including, October 19, 1956 to F. L. Sowers and George R. Stacey Company, contractors.

Uncompleted bridges on the Coast Fork Willamette River, the overpass over the county road nearby and the Martin Road Bridge together with extremely heavy rains in December of 1955 definitely delayed the contract. Also, heavy rains occasioned numerous slides which materially delayed the contractor. This project was actually completed on October 19th, and I recommend that the extension, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

Form E-1—1084—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Coast Fork Willamette River - Divide Unit

For Week Ending November 17, 19 56

Section Goshen - Divide Section

Kind of work Grading

Highway Pacific

Section prefix 20-1091

Contractor Somers & Stacy

Contract number 4186

Date of contract May 14, 19 54

Date of completion July 31, 19 55

Date work started May 19, 19 54

Estimated date of completion October 19, 19 56

Project authorization . . . . . $ 907,701.75

Exclusive of Engineering . . . . . $ 843,154.07

Per cent of time elapsed 203 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 868,153.44

Estimated per cent overrun or underrun . . . . . 3.03 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 64,547.68

Engineering cost to date $ 71,918.67, 111 %

Date project was completed October 19, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi Final completed and delived to the division office on Nov. 15, 1956.

Project records turned over to Geary Worth, Res. Engr. in Cottage Grove.

NOTED
TOM EDWARDS

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
FORREST COOPER

RECEIVED
NOV 19 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed G. L. Decker

Address Roseburg

NOTED
J. D. WOLFE

Send original and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 92073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.44				
Miles partially completed	11.44				
Miles completed	11.44				
Total estimated quantities (contract)	1,425,600				
Total quantities corrected to date	1,480,886.7				
Estimated quantities moved or placed to date	1,480,886.7				
Average daily quantities	Project completed October 19, 1956				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Overcast		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Overcast		
Friday	Showers		
Saturday			

RECEIVED
OCT 31 1956
FOR FILING
I-FI-161(22)
4186

October 25, 1956

Mr. C. C. Wolk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 19, 1956, on Contract No. 4186, Coast Fork Willamette River--Dixie Unit, Goshen--Dixie Section in Lane County, in connection with Federal Aid Project No. I-FI-161(22).

Very truly yours,

R. H. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MEW:lr

CC: County & City
Relations

RECEIVED
AUG 10 1956
FOR FILING

August 3, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of revised estimate as basis for project agreement, which estimate has been revised by increasing the Interstate Funds and correspondingly decreasing the Primary Funds.

This revision has been made to utilize the small unobligated balance of 1952 Interstate Funds, in amount of $6,395.16, which has accrued from completion of other projects involving this type of funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWW:ia

Oregon State Highway Department

Federal Aid Project
No. 1(52)-FI-161(22)

[illegible] SECTION

[illegible] PACIFIC HIGHWAY IN LANE COUNTY

(Revised estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1956

[illegible]

Type Code 0010
Roadway (Sta. 447+10.13 to Sta. 722+55)(Sta. 729+30 to Sta. 1056+30)(Contract No. 4136)

All required	Clearing and Grubbing (038)	$	$ 40,020.00
2,270 cu. yds.	Structural Excavation, Unclassified	3.00	6,810.00
610,600 cu. yds.	Borrow Excavation, Unclassified	0.23	140,438.00
830,000 cu. yds.	General Excavation, Unclassified	0.24	193,440.00
5,818,000 yd. sta.	Short Overhaul	0.005	29,090.00
238,000 C-yd.sta.	Long Overhaul	0.40	95,200.00
2,400 cu. yds.	Rock Slope Protection	1.50	3,600.00
11.33 miles	Finishing Roadbed and Slopes	800.00	9,064.00
14,000 lin. ft.	Rounding Curbsics	0.15	2,100.00
130 lin. ft.	60-inch Corrugated Metal Pipe	28.00	3,640.00
60 lin. ft.	72-inch Corrugated Metal Pipe	34.00	2,040.00
150 lin. ft.	72-inch, 8 Ga., Corrugated Metal Pipe	37.00	5,550.00
100 lin. ft.	84-inch Corrugated Metal Pipe	44.00	4,400.00
1,000 lin. ft.	6-inch Perforated Metal Pipe	2.00	2,000.00
200 cu. yds.	3/8" - 0 Backfill in Drains	4.00	800.00
1,460 lin. ft.	12-inch Concrete Pipe	1.75	2,555.00
4,500 lin. ft.	18-inch Concrete Pipe	3.40	15,300.00
2,150 lin. ft.	24-inch Concrete Pipe	4.50	9,675.00
700 lin. ft.	36-inch Concrete Pipe	8.00	5,600.00
110 lin. ft.	48-inch Concrete Pipe	14.00	1,540.00
100 lin. ft.	12-inch Sewer Pipe	2.00	200.00
70 lin. ft.	Salvaging Culvert Pipe	2.00	140.00
600 cu. yds.	Class "A" Concrete	49.00	29,400.00
8,000 lbs.	Metal Reinforcement	0.11	9,680.00
4 only	Concrete Catch Basins	70.00	280.00
60 cu. yds.	Concrete Curbs	42.00	2,520.00
630 lin. ft.	Metal Guard Rail	3.00	1,890.00
14 only	Corrugated Metal Sight Route	5.00	70.00
32,200 cu. yds.	Selected Roadbed Topping	1.10	35,420.00
6,260 cu. yds.	3/4"-0 Mat'l in Leveling Course & Boulders	2.45	15,337.00
4,470 M-gals.	Sprinkling	2.00	8,940.00
2,570 cu. yds.	Furnishing and Placing Aggregates	3.00	7,710.00
188 tons	Furnishing and Placing 150-200 Asphalt	40.00	7,520.00

56 tons	Furnishing and Placing MS-1 Asphalt	$43.00	$ 2,408.00
	Subtotal		$702,377.00
	10% Engr. & Cont.		70,237.70
	Total		$772,614.70

Length of Roadway	11.333 Miles
Length of 18 Structs.	0.379 Mile (exceptions)
Total Length	11.712 Miles
Cost of Roadway Per Mi.	$68,173.89

OUTSIDE CITY LIMITS & OTTOWA AVE

Type Code 0010
Roadway (Sta. 792+55 to Sta. 799+30)(Contract No. 4136)

All required	Clearing and Grubbing (2%)	$	$ 960.00
130 cu. yds.	Structural Excavation, Unclassified	3.00	390.00
9,000 cu. yds.	General Excavation, Unclassified	0.24	2,160.00
25,000 yd. stn.	Short Overhaul	0.005	125.00
0.11 mile	Finishing Roadbed and Slopes	800.00	88.00
250 lin. ft.	18-inch Concrete Pipe	3.40	850.00
50 lin. ft.	24-inch Concrete Pipe	4.50	225.00
370 lin. ft.	12-inch Sewer Pipe	2.00	740.00
1 only	Concrete Catch Basins	70.00	70.00
200 cu. yds.	Selected Roadbed Topping	1.10	220.00
40 cu. yds.	3/4"-0 Mat'l in Level, Course & Shoulders	2.45	98.00
30 M-gals.	Sprinkling	2.00	60.00
30 cu. yds.	Furnishing and Placing Aggregates	3.00	90.00
2 tons	Furnishing and Placing 150-200 Asphalt	40.00	80.00
1 ton	Furnishing and Placing MS-1 Asphalt	43.00	43.00
	Subtotal		$ 6,219.00
	10% Engr. & Cont.		621.90
	Total		$ 6,840.90

Length of Roadway	0.105 Mile
Length of Structures	0.023 Mile
Total Length	0.128 Mile
Cost of Roadway Per Mi.	$65,151.42

SUMMARY OF COSTS

Description	Total Cost	Federal Funds	State Funds
Outside City Limits			
Roadway	$772,614.70	$479,761.00	$293,053.70
Inside City Limits			
Roadway	6,840.90	4,239.00	2,601.90
	$779,455.60	$483,000.00	$296,455.60

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

	Total	Primary Portion	Interstate Portion
Total Cost Outside City	$772,614.70	$06,317.70	$686,297.00
Total Cost Inside City	6,840.90	463.90	6,377.00
	$779,455.60	[illegible],731.60	$692,674.00
Federal Funds Outside City	$478,761.00	$53,393.90	$425,366.70
Federal Funds Inside City	4,239.00	286.24	3,952.16
	$483,000.00	$53,680.34	$429,319.16
Length Outside City	11.333 miles	1.431 miles	9.902 miles
Length Inside City	0.105 "	0.013 "	0.092 "
	11.438 miles	1.444 miles	9.994 miles

RECEIVED
JUL 18 1956
FOR FILING

Salem, Oregon July 17, 1956

STATE OF OREGON

J-FI-161

To Southern Pacific Company, 65 Market Street, San Francisco 5, California, Dr.

Project Divide Y Track

Highway Comm. Agreement No. 441

Sub-Division No.

Ry. Company's Agreement No. Audit 97647

Estimate No. 5 final

Period Covered Entire Job

Prefix & Acct. No. 20 - 1091

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 434810	853.20	853.20	
Bill 433629	5,662.27	5,662.27	
Bill 433909	2,824.10	2,824.10	
Bill 434893	611.31	611.31	
Audit Statement	-15.90		-15.90
To release retainer hold on previous bills and correct previous billing per BPR audit statement attached.			
Totals	9,934.98	9,950.88	-15.90
Retained No %	-0-	995.09	+995.09
Total Payments	9,934.98	8,955.79	979.19

Pay This Estimate $ 979.19

Computed by _____ Checked by _____

Approved Field Engr. _____

Approved:

Previous Voucher No. _____

_____
Bridge Office Engineer

L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
E. J. G. ALLEN
VALUATION ENGINEER

July 9, 1956

911256/323

RECEIVED
JUL 11 1956
BRIDGE DEPARTMENT

SUBJECT: Relocation of Wye Tracks, Divide Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. P. M. Stephenson, Bridge Engineer

Dear Sir:

Please refer to our bill No. 434893 dated February 9, 1956 for expenses incurred under authority of Contract Audit No. 97467 dated October 29, 1954.

We are in receipt of instructions from the U. S. Bureau of Public Roads to advise you of our concurrence with or rebuttal of citations made by their field auditors on form FA2.

We agree that the items cited are ineligible for Federal participation and will accept a reduction in our billing in the amount of $15.90. The amount is correct, the rates shown on Form FA2 being in error.

Very truly yours,
W. M. Jaekle
per C. R. Tinkler

CC-Mr. F. E. Andrews, Division Engineer, U.S. Bureau of Public Roads

CC-Mr. Raymond Archibald, Division Engineer, U.S. Bureau of Public Roads
Attention: Mr. F. R. Bonnickson, Asst. Division Engineer
Reference is to your letter June 28, 1956 file Oregon I-FI 161(22)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WESTERN HEADQUARTERS
DIVISION 3

IN YOUR REPLY PLEASE REFER TO
FILE NO. _____

[illegible] BUILDING
[illegible] STS
150 NEW MONTGOMERY ST.
SAN FRANCISCO 5, CALIF.

Oregon I-FI 161(22)

June 28, 1956

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
138 State Highway Building
Salem, Oregon

Dear Mr. Baldock:

Southern Pacific Railroad Company bill No. 434893 covering relocation of wye tracks on your project Coast Fork of Willamette River to Divide, I-FI 161(22), was audited on June 27 and we are attaching copy of form FA-2 prepared by the Auditor citing $15.90 for deduction, with copy of letter to Railroad Company.

Very truly yours,

RAYMOND ARCHIBALD, Division Engineer

By F.R. Bouricius

Assistant Division Engineer

Attach.

[illegible]

RECEIVED
JUL 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form FA-8 SUBMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

STATEMENT OF ITEMS FOR ADMINISTRATIVE REVIEW

Field audit has been made of S.P. bill No. 434893 dated 2-9-56 (First, second, etc.) PR-20 Voucher/~~Requisition~~ on Oregon Project/Docket No. I-FI-161(22) for the period from May, Dec. 1954 to January, 1956, submitted for $9,950.88

and the District Engineer's recommendations are requested on the following items:

Item	Description, Etc.		Amount
1	On page 1 of bill, Health Benefit Cost claimed on labor for constructing new track on an hourly basis, in amount of		46.02
	Labor	4,744.81	
	Vacation allowance	189.79	
	Paid holidays	94.90	
	5,029.50 at .06161		30.99
	Difference cited		15.03
2	On page 3 of bill, Health Benefit Cost claimed on labor for removing old track on an hourly basis, in amount of		2.78
	Labor	292.15	
	Vacation allowance	11.69	
	Paid holidays	5.84	
	309.68 at .06161		1.91
	Difference cited		.87

Health Benefit cost developed on the experience rate for calendar year 1955 as prescribed in PPM 30-3, Para. 9(g), is .06161 per C.

I recommend DEDUCTIONS from the voucher of items Nos. _____

I recommend SUSPENSION from the voucher, pending further investigation and report of items Nos. _____

I recommend PAYMENT to the State of items Nos. _____

Wm. Peers
Field Auditor.

San Francisco, Calif.
(Place)

June 27, 1956
(Date)

_____
District Engineer.

U. S. GOVERNMENT PRINTING OFFICE 8—10420

Form FA-8 SUBMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

STATEMENT OF ITEMS FOR ADMINISTRATIVE REVIEW

Field audit has been made of S.P. bill No. 434893 dated 2-9-56 (First, second, etc.) PR-20 Voucher/~~Requisition~~ on Oregon Project/Docket No. I-FI-161(22) for the period from , Dec. 1954 to January, 1956, submitted for $ 9,950.88

and the District Engineer's recommendations are requested on the following items:

Item	Description, Etc.		Amount
1	On page 1 of bill, Health Benefit Cost claimed on labor for constructing new track on an hourly basis, in amount of	46.02	
	Labor 4,744.81 Vacation allowance 189.79 Paid holidays 94.90 5,029.50 at .06161	30.99	
	Difference cited		15.03
2	On page 3 of bill, Health Benefit Cost claimed on labor for removing old track on an hourly basis, in amount of	2.78	
	Labor 292.15 Vacation allowance 11.69 Paid holidays 5.84 309.68 at .06161	1.91	
	Difference cited		.87

Health Benefit cost developed on the experience rate for calendar year 1955 as prescribed in PPM 30-3, Para. 9(g), is .06161 per C.

I recommend DEDUCTIONS from the voucher of items Nos. _____

I recommend SUSPENSION from the voucher, pending further investigation and report of items Nos. _____

I recommend PAYMENT to the State of items Nos. _____

_____
District Engineer.

Wm. Pierce
Field Auditor.

San Francisco, Calif.
(Place)

June 27, 1956
(Date)

RECEIVED

U. S. GOVERNMENT PRINTING OFFICE 8—10422

Oregon I-FI 161(22)

June 28, 1956

Mr. W. M. Jaekle, Chief Engineer
Southern Pacific Railroad Company
65 Market Street
San Francisco, California

Dear Mr. Jaekle:

Audit was made of your bill No. 434893 dated February 9, 1956 covering relocation of wye tracks at Divide, Oregon.

Attached is a copy of Form FA-2 prepared by the Auditor citing two items for deduction.

Please advise of your concurrence or rebuttal of the Auditor's citations, directing your reply to:

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

with a copy to

Mr. F. E. Andrews, Division Engineer
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Very truly yours,

RAYMOND ARCHIBALD, Division Engineer

By F. R. Bonnickson

Assistant Division Engineer

Attach.

cc-Mr.Baldock

RECEIVED

FORM E-123 50M REVISED 2-55

CO
BEN R. C
Coos
CHAS. H.
LA GR
M. K. Mc
PORTL
H. B. GL
SECRET

To Decker Date 6-5-56

[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUN 7 - 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Signed [illegible]

PLEASE REPLY HERE

To C. A. Gardner Date 6-6-56

Southern Pacific Co's bill No. 435653 has been forwarded to W. G. Krueger, Bridge Supt. at Roseburg.

der
to
days.
e

Signed G. L. Decker

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

FORM S-123 BOM REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 9, 1956

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. H. A. Nelson

Gentlemen:

Re: EB 220-113 State of Oregon
(Divide, Oregon)

In answer to your inquiry of May 2 concerning retained percentage held on bills for your work at the Divide wye track under Agreement Audit 97467, the bills for this work will be forwarded to the Bureau of Public Roads for audit sometime within the next 30 days. No retained percentage held on the bills will be released until we receive the Bureau of Public Roads' audit report on the bills.

Very truly yours,

P. M. Stephenson
Bridge Engineer

CAG:eh

cc C. A. Gardner

FORM E-123 60M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 9, 1956

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. H. A. Nelson

Gentlemen:

Re: EB 220-113 State of Oregon
(Divide, Oregon)

In answer to your inquiry of May 2 concerning retained percentage held on bills for your work at the Divide wye track under Agreement Audit 97467, the bills for this work will be forwarded to the Bureau of Public Roads for audit sometime within the next 30 days. No retained percentage held on the bills will be released until we receive the Bureau of Public Roads' audit report on the bills.

Very truly yours,

P. M. Stephenson
Bridge Engineer

CAG:eh

cc C. A. Gardner

9-ba-98m
ia-SRA

Southern Pacific Company

8-260

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

P. J. KENDALL
VICE PRESIDENT AND GENERAL AUDITOR

U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

H. A. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
G. TRABERT
AUDITOR OF PASSENGER ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES

IN REPLY PLEASE REFER TO

REFERRED TO
C. H. [illegible], Auditor

EB 220-113 State of Oregon
(Divide, Oregon)

MAY 2 1956

State of Oregon
State Highway Commission
Salem, Oregon

Gentlemen:

We have outstanding in our accounts amount of $1,545.27, which represents balance due on bills collectible as detailed in attached statement, rendered against you under the terms of agreement audit No. 97467 in connection with the relocation of Wye Track at Divide, Oregon.

As bill collectible No. 434893 was the final bill rendered on this project, will you please advise us when we may expect your remittance in amount of $1,545.27 to be forwarded to the Southern Pacific Co., c/o Treasury Department, 65 Market Street St., San Francisco 5, California.

Yours truly,

H. A. NELSON

By

RECEIVED
MAY 4 - 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

Statement of Account Due from State of Oregon

(Divide, Oregon)

Bill #	Month	Description	Amount
434810	June 55	For cost of labor and materials furnished in connection with the relocation of Wye Tracks at Divide, Oregon per provisions of agreement audit No. 97467	85 32
433629	July 55	Same	566 23
433909	Sept. 55	Same	282 41
434893	Jan. 56	Same	611 31
		Total:	$1 545 27

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/kcs
cc: C. A. Gardner

RECEIVED
MAY 16 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FORM E-128 80M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 15, 1956

Mr. C. O. Polk, District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Coast Fork Willamette River-Divide
Unit, F. A. P. I-PI-16(22)

Enclosed is Southern Pacific Company's final Bill No. 434893 and a copy of a state-railroad agreement dated October 29, 1954 covering railroad work on the above project. Will you please audit the bill for us.

Very truly yours,

R. H. Baldock
State Highway Engineer

By W. C. Williams
W. C. Williams
Deputy State Highway Engineer

CAG/kcs
cc: C. A. Gardner

RECEIVED
MAY 16 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

To G L Packer Date 2/15/56

Herewith 3 copies of SPCo Bill 434893 Final on Division 4 track job — for check and approval

Signed Gardner

PLEASE REPLY HERE

To _____ Date _____

Signed _____

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

NO. 220

gon April 25, 19 56

reet _____, Dr.

way Comm. Agreement No. 441

Division No. _____

mate No. 4

ix & Acct. No. 20-1091

Previous Amount	Present Amount
853.20	
5,662.27	
2,824.10	
	611.31
9,339.57	611.31
933.96	61.13
8,405.61	550.18

Total Payments 8,955.79

Pay This Estimate $ 550.18

Computed by _____ Checked by _____

Approved Field Engr. _____

Previous Voucher No. _____

Approved:

E A

Bridge Office Engineer

Oregon April 25, 19 56

STATE

To Walsh Date 2/15/56

Herewith copies of SP
& final bill 434893 for
work at Divide - FAP
1-F1-161(22), Contract 4186.
Will this be included
as part of final claim
to BPR ?

Signed Gardner

PLEASE REPLY HERE

To Date

Signed

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

NO. 220

Proje , Dr.

Agreement No. 441

o.

4

No. 20-1091

	as t	Present Amount
	3.20	
	2.27	
	4.10	
		611.31
	39.57	611.31
	33.96	61.13
	5.61	550.18

imate $ 550.18

Computed by Checked by

Approved Field Engr.

Previous Voucher No.

Approved:

Bridge Office Engineer

Salem, Oregon April 25, 19 56

STATE OF OREGON

To Southern Pacific Company, 65 Market Street, Dr.
San Francisco 5, California

Project Divide Y Track

Highway Comm. Agreement No. 441

Sub-Division No.

Ry. Company's Agreement No. Audit 97647

Estimate No. 4

Period Covered Entire job

Prefix & Acct. No. 20-1091

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 434810	853.20	853.20	
Bill 433629	5,662.27	5,662.27	
Bill 433909	2,824.10	2,824.10	
Bill 434893 (F)	611.31		611.31
Totals	9,950.88	9,339.57	611.31
Retained 10 %	995.09	933.96	61.13
Total Payments	8,955.79	8,405.61	550.18

Pay This Estimate $ 550.18

Computed by _____ Checked by _____

Approved Field Engr. _____

Previous Voucher No. _____

Approved:

_____
Bridge Office Engineer

S-55

SOUTHERN PACIFIC LINES

O.K. FEB 17 1956 19
RES. ENGR. [illegible]
CAREFULLY CHECKED FOR DUPLICATION
APPROVED [illegible]
DIVISION ENGR.
20-1091

BILL COLLECTIBLE

S-130-P (A.A.R. 206)

Bill No. 434893
Quote above number when remitting

Month's Account January 1956
Portland Division Dept. No. 3-99
Date Made FEB 9 1956 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
Oregon Highway Commission
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF TREASURER—PACIFIC LINES,
65 Market Street,
San Francisco 5, California.

For cost of labor and materials furnished in connection with the ~~construction of~~ Relocation of Wye Tracks at Divide, Oregon in accordance with the terms of Agreement dated October 29, 1954 Document Audit No. 97467 A. of D. No. 33382

FINAL BILL (Detail attached) $ 611.31

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY
R. V. COLE, Auditor of Disbursements
By _____
Chief Clerk

DISTRIBUTION:

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California.

"	" " Motor Car	"	16 "	.18 "	2.88	111.24
A - Rail	90 Lb S. H. 3201 Lin.Ft.		96,030 Lbs	20.00 N.T.	960.30	
A - Angle Bars	90 Lb S. H.		164 Ea	.50 ea	82.00	
A - Continuous Joints	" "		12 pr.	.80 pr.	9.60	
B - Track Bolts		N	376 ea	22.00 c	82.72	
C - Spring Washers		N	376 "	8.38 c	31.51	
A - Tie Plates			1 377 "	.10 ea	137.70	
A - Tie Plates			168 "	.10 "	16.80	
A - Tie Plates			18 "	.05 "	.90	
D - Switches Comp. 16'6" Sw.Pt.			3 "	274.51 "	823.53	
A - Switch Stand Hi Star		S.H.	3 "	10.00 "	30.00	
A - Switch Stand Conn. Rod			3 "	1.25 "	3.75	
D - Switch Stand Target			3 "	3.26 "	9.78	
D - Switch Locks			2 "	1.25 "	2.50	
D - Frog #7 S. G. 90 lb			1 "	252.64 "	252.64	
H - Frog #10 S.G. 90 lb			1 "	65.00 "	65.00	
D - Frog #10 S.G. 90 lb			1 "	386.82 "	386.82	
D - Frog Plates			14 "	2.12 "	29.68	2 925.23

DETAIL OF BILL COLLECTIBLE

Sheet No. 1
Dept. No. 1-79
Audit No. _____

Payor State of Oregon

434893

The records supporting the charges in this bill are located in the offices of the Auditor of Disbursements at San Francisco, California. The date on which the first and last work was performed are October 5, 1954 and January 27, 1956.

(a) Construct New Track					
May 1955 Ex 29 Foreman $338.39/168 hr	80 hr	2.0142 hr	161.14		
" " " Ass't Foreman	80 "	1.709 "	136.72		
" " " Laborers	160 "	1.529 "	244.64		
" " " "	1016 "	1.517 "	1,541.27		
June 1955 Ex 29 Foreman $338.39/176 hr	128 "	1.9227 "	246.11		
" " " Ass't Foreman	48 "	1.709 "	82.03		
" " " Laborers	232 "	1.529 "	354.73		
" " " "	1304 "	1.517 "	1,978.17	4 744.81	
Vacation Allowance	$ 4 744.81	4.00 c	189.79		
Paid Holidays	4 744.81	2.00 c	94.90		
R.R.Ret. & Unemployment Taxes	5 029.50	6.50 c	326.92		
Compensation Insurance	5 029.50	3.00 c	150.89		
Pub. Liab. & Property Damage Ins.	5 029.50	1.00 c	50.30		
Health Benefit Cost	3048 hr	.0151 hr	46.02	858.82	
May 1955 Ex. 29 Motor Car Reprs	80 hr	.08 hr	6.40		
" " " Outfit Cars (12) Reprs	1440 "	.122 "	175.68		
June 1955 " " " " (12) Reprs	2112 "	.122 "	257.66		
" " " Motor Car	128 "	.08 "	10.24	449.98	
May 1955 Ex 29 Motor Car Deprn	10 da	.18 da	1.80		
" " " Outfit Cars (12) Deprn	180 "	.24 "	43.20		
June 1955 " " Outfit Cars (12) "	264 "	.24	63.36		
" " " Motor Car "	16 "	.18 "	2.88	111.24	
A - Rail 90 Lb S. H.	3201 Lin.Ft.	96,030 Lbs	20.00 N.T.	960.30	
A - Angle Bars 90 Lb S. H.	164 Ea	.50 ea	82.00		
A - Continuous Joints " "	12 pr.	.80 pr.	9.60		
B - Track Bolts N	376 ea	22.00 c	82.72		
C - Spring Washers N	376 "	8.38 c	31.51		
A - Tie Plates	1 377 "	.10 ea	137.70		
A - Tie Plates	168 "	.10 "	16.80		
A - Tie Plates	18 "	.05 "	.90		
D - Switches Comp. 16'6" Sw.Pt.	3 "	274.51 "	823.53		
A - Switch Stand Hi Star S.H.	3 "	10.00 "	30.00		
A - Switch Stand Conn. Rod	3 "	1.25 "	3.75		
D - Switch Stand Target	3 "	3.26 "	9.78		
D - Switch Locks	2 "	1.25 "	2.50		
D - Frog #7 S. G. 90 lb	1 "	252.64 "	252.64		
H - Frog #10 S.G. 90 lb	1 "	65.00 "	65.00		
D - Frog #10 S.G. 90 lb	1 "	386.82 "	386.82		
D - Frog Plates	14 "	2.12 "	29.68	2 925.23	

DETAIL OF BILL COLLECTIBLE.

Sheet No. 2
Dept. No. 3-99
Audit No.

Payor State of Oregon

434893

(a) Construct New Track (Cont'd)

Handling Cost	$ 2,925.23		5.00 c		146.26
To Eliminate Charge for Cost of Betterment Not Necessitated By Project					2 925.23 Cr.
E.F. - Cross Ties, 7"x9" Creo	703 ea		356.01 c	2 502.75	
E.F. - Switch Ties, 7"x9" Creo 1794 Lin.Ft.	9418.5 FBM		87.93 MBM	828.17	
E.F. - Head Blocks 8"x12" Creo 48 "	384 FBM		87.93 "	33.77	3 364.69
Handling Cost	$ 3 364.69		5.00 c		168.23
Switch Ties 7x9 - 1215 Lin.Ft. Released	6 378.75 FBM		87.93 MBM	560.88	
" " 7x8 - 566 Lin.Ft. Released	2 641.33 FBM		87.93	232.25	
Cross " 7x9 - "	742 ea		356.01 c	2 641.59	
Head Blocks 8"x12" Creo - 48 Lin.Ft. released	384 FBM		87.93 MBM	33.77	3 468.49 Cr.
Service Loss	$ 3 468.49		15.00 c		520.27
B - Track Spikes	4 797 ea		6.81 c		326.68
Handling Cost	$ 326.68		5.00 c		16.33
Track Spikes Released	5 792 ea		6.81 c		394.44 Cr.
Service Loss	$ 394.44		25.00 c		98.61
G - River Run Ballast	840 CuYd		.73 CuYd		613.20

Freight	Tons	Miles	Ton-Miles		
A - Brooklyn to Job	60.587	145.0	8,785.12		
B - Ogden to Job via Brooklyn	2.320	1244.3	2,886.78		
C - El Paso to Job via Brooklyn	.063	2046.6	128.94		
D - Los Angeles to Job via Brooklyn	6.129	1,233.2	7,558.28		
E - Salem to Eugene	65.033	70.9	4,610.84		
F - Eugene to Job	72.617	25.4	1844.47		
G - Springfield to Job	1,260.000	23.6	29,736.00		
H - Sacramento to Job	.625	527.3	329.56		
			55,879.99	.01 TM	558.80
Total (a) Construct New Track					8 114.99

(b) Remove Old Track

July 1955 Ex. 29 Foreman $338.39/160 hr	16 hr	2.1149 hr	33.84	
" " Ass't Foreman	16 "	1.709 "	27.34	
" " Laborer	32 "	1.529 "	48.93	
" " "	120 "	1.517 "	182.04	292.15

DETAIL OF BILL COLLECTIBLE

Sheet No. 3
Dept. No. 3-95
Audit No. 434893

Payor State of Oregon

(b) Remove Old Track (Cont'd)

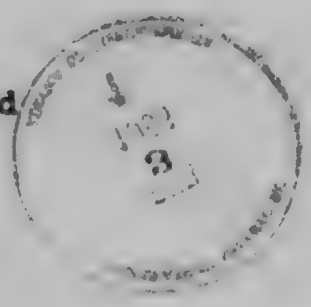
Vacation Allowance	$ 292.15	4.00 c	11.69		
Paid Holidays	292.15	2.00 c	5.84		
R.R.Ret. & Unemployment Taxes	309.68	6.50 c	20.13		
Compensation Insurance	309.68	3.00 c	9.29		
Pub. Liab. & Property Damage Ins.	309.68	1.00 c	3.10		
Health Benefit Cost	184 hr	.0151 hr	2.78		52.83
July 1955 Ex. 29 Motor Car Reprs	16 hrs	.08 hr	1.28		
" " " Outfit Cars (12) Reprs	480 "	.122 hr	58.56		59.84
July 1955 Ex. 29 Motor Car Deprn	2 da	.18 da	.36		
Outfit Cars (12) "	60 "	.24 "	14.40		14.76
					419.58
Total (b) Remove Old Track					
(c) Raise Signal Line					
Oct. 1954 Sig 5 Foreman $441.16/168 hr	24 hr	2.6260 hr	63.02		
" Lead Signalman	24 "	2.085 "	50.04		
" Signalman	96 "	2.021 "	194.02		
" Ass't Signalman	24 "	1.769 "	42.46		
" Helper	24 "	1.721 "	41.30		390.84
Vacation Allowance	$390.84	4.00 c	15.63		
Paid Holidays	390.84	2.00 c	7.82		
R.R.Ret. & Unemployment Taxes	414.29	6.50 c	26.93		
Compensation Insurance	414.29	3.00 c	12.43		
Pub. Liab. & Property Damage Ins.	414.29	1.00 c	4.14		66.95
Oct. 1954 Sig 5 Truck P-6	41 mi	.07 mi			2.87
" " Outfit Cars (5) Reprs	120 hr	.122 hr			14.64
" " " " Deprn	15 da	.24 da			3.60
A - Bolts, Carriage 3/8"x4½"	8 ea	.06 ea	.48		
A - Bolts, DBL. Arming 5/8"x18"	8 "	.53 "	4.24		
A - Bolts, Machine 5/8"x18"	4 "	.39 "	1.56		
A - Braces, Flat X'Arm	8 "	.44 "	3.52		
A,B-X'Arm, 10 Pin	8 "	3.34 "	26.72		
A - Insulators, Glass #19	28 "	.13 "	3.64		
A - Pins X'Arm #8000	28 "	.32 "	8.96		
C,D-Poles, 40' creo	4 "	20.95 "	83.80		
Nails Com 10d wire Dunnage	½ lb	9.88 c/lb	.05		
Stakes Car "	5 ea	.73 ea	3.65		
Wedge Fir "	5 "	.02 "	.10		
Wire #10 Annealed "	8 lb	7.23 c/lb	.58		
A - Screw, lag	4 ea	.09 ea	.36		
A - Washers Sq. 1/8"x2"x2"	32 "	.03 "	.96		138.62
Handling Cost	$ 138.62	5.00 c			6.93
Bolts, Machine 5/8"x14" Released	4 ea	.21 ea	.84		
Cross Arms, 8 Pin "	4 "	2.56 "	10.24		11.08 Cr

DETAIL OF BILL COLLECTIBLE

Sheet No. 4
Dept. No. 1.44
Audit No. 4.348.93

Payor State of Oregon

(c) Raise Signal Line (Cont'd)					
Poles, 35' Split Fir			4 ea	11.45 ea	45.80 Cr.
Service Loss			$ 45.80	15.00 c	6.87
Freight	Tons	Miles	Ton-Miles		
A - West Oakland to Job	.219	589.5	129.10		
B - Salem to West Oakland	.152	660.9	100.46		
C - Salem to Eugene	2.520	70.9	178.67		
D - Eugene to Job	3.200	25.4	81.28		
			489.51	.01 TM	4.90
Total (c) Raise Signal Line					579.34
(d) Engineer Inspector					
Inspection					
Dec. 1954 Engineer Inspector			$405.00/184 hr	4 hrs	2.2011 hr 8.80
Jan. 1955 " "			405.00/168 "	52 "	2.4107 " 125.36
" "			Travel Time	3 3/4 "	2.4107 " 9.04
Feb. 1955 " "			$405.00/152 hr	4 "	2.6645 " 10.66
Mar. 1955 " "			405.00/184 "	16 "	2.2011 " 35.22
June 1955 " "			410.00/176 "	8 "	2.3295 " 18.64 207.72
Vacation Allowance				$ 207.72	4.00 c 8.31
R.R.Ret. & Unemployment Taxes				216.03	6.50 c 14.04
Compensation Insurance				216.03	3.00 c 6.48
Pub. Liab. & Property Damage Ins.				216.03	1.00 c 2.16 30.99
Dec. 1954 Eng. Insp. T.D. Cabe Per. Exp.				1 meal	1.10
Jan. 1955 " " " " "				17 meals	20.95
" " " " "				5 lodgings	15.50
Mar. 1955 " " " " "				6 meals	7.50
" " " " "				2 lodgings	6.00
June 1955 " " " " "				3 meals	3.55
" " " " "				1 lodging	3.00 57.60
Total (d) Engineer - Inspector					296.31
(j) Accounting					
Apr. 1955 Jr. Engineer			$380.00/168 hrs	4 hr	2.2619 hr 9.05
June 1955 " "			385.00/176 "	24 "	2.1875 " 52.50
July 1955 " "			385.00/160 "	12 "	2.4063 " 28.88
Aug. 1955 " "			385.00/184 "	10 "	2.0924 " 20.92
Sept 1955 " "			385.00/168 "	24 "	2.2917 " 55.00
Jan. 1956 Engineer Accountant			$460.00/168 hr	108 "	2.7381 " 295.71 462.06
Vacation Allowance				$ 462.06	4.00 c 18.48
Paid Holidays				295.71	2.00 c 5.91
R.R.Ret. & Unemployment Taxes - 1956				313.45	7.50 c 23.51
R.R.Ret. & Unemployment Taxes - 1955				173.00	6.50 c 11.25
Compensation Insurance				486.45	3.00 c 14.59
Pub. Liab. & Property Damage Ins.				486.45	1.00 c 4.86 78.60
Total (j) Accounting					540.66
Total Amount this Project					9 950.[illegible]
Less Amount Previously Billed					9 339.57
Total This Bill					611.31



DETAIL OF BILL COLLECTIBLE

Sheet No. 5
Dept. No. 1-99
Audit No. 434893

Payor State of Oregon

SUMMARY

	Col. A.	Col. B.
(a) Construct New Truck	8 114.99	13 295.63
(b) Remove Old Truck	419.58	375.37
(c) Raise Signal Line	579.34	565.26
(d) Engineer - Inspector	296.31	265.32
(e) Freight		563.70
(f) Vacation		243.90
(g) W.C. & P.L. & P.D. Insurance		258.24
(h) Unemployment & R.R. Retirement		422.78
(i) Material Handling		337.75
(j) Accounting	540.66	467.97
Gross Cost	9 950.88	16 795.92
Less Salvage		6 845.04
Net Cost	9 950.88	9 950.88
Less Amount Previously Billed	9 339.57	9 339.57
Balance Due	611.31	611.31

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Rye Track at Elvida, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GO 97707

WEEKLY REPORT SUMMARY No. 47 - Supp'l No. 1 Period: July 1-2, 1955

1	(b) Remove Old Track						
2	Mr. 29	Motor Car	Repre.	8 hr.	.08 hr.	.64	
3	"	Outfit Cars (12)	"	192 "	.122 "	23.42	24.06
4	Mr. 29	Motor Car	Deprn.	1 dn.	.18 dn.	.18	
5	"	Outfit Cars (12)	"	24 "	.24 "	5.76	5.94
6	Total (b) Remove Old Track &						
7	Total Weekly Report Summary No. 47 - Supp'l No. 1						30.00

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

O.N. 57707

WEEKLY REPORT SUMMARY No. 47 - Supp'l No. 1 Period: July 1-2, 1955

1	(b) Remove Old Track						
2	Ex. 29	Motor Car	Deprn.	8 hr.	.08 hr.	.64	
3	"	Outfit Cars (12)	"	192 "	.122 "	23.42	24.06
4	Ex. 29	Motor Car	Deprn.	1 dn.	.18 dn.	.18	
5	"	Outfit Cars (12)	"	24 "	.24 "	5.76	5.94
6	Total (b) Remove Old Track &						
7	Total Weekly Report Summary No. 47 - Supp'l No. 1						30.00

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY No. 48 - Supp'l No. 1 Week Ending July 9, 1955

1	(b) Remove Old Track						
2	Ex. 29	Motor Car	Deprn.	8 hr.	.08 hr.	.64	
3	"	Outfit Cars (12)	"	288 "	.122 "	35.14	35.78
4	Ex. 29	Motor Car	Deprn.	1 da.	.18 da.	.18	
5	"	Outfit Cars (12)	"	36 "	.24 "	8.64	8.82
6	Total (b) Remove Old Track and						
7	Total Weekly Report Summary No. 48 - Supp'l No. 1						44.60

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.O. 57707

WEEKLY REPORT SIRMAN No. 52 Period: August 1-6, 1955

1 NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

O&D 57707

WEEKLY REPORT SUMMARY No. 54 Week Ending August 13, 1955

1	(j) Accounting					
2	Jr. Engineer ($385.00/184)	8 hr.	2.0924 hr.		16.74	
3	Vacation Allowance	$16.74	4.00 c	.67		9.52
4	R.R.Ret. & Unemployment Taxes	17.41	6.50 c	1.13		
5	Compensation Insurance	17.41	3.00 c	.52		
6	Pub. Liab. & Property Damage Insurance	17.41	1.00 c	.17	2.49	
7	Total (j) Accounting and					
8	Total Weekly Report Summary No. 54				19.23	1.76
						.28

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

O&O 57707

WEEKLY REPORT SUMMARY No. 55 — Week Ending August 20, 1955

1	(1) Accounting					
2	Jr. Engineer ($385.00/184)	2 hr.	2.0924 hr.		4.18	
3	Vacation Allowance	$4.18	4.00 c	.17		.52
4	R.R.Ret. & Unemployment Taxes	4.35	6.50 c	.28		
5	Compensation Insurance	4.35	3.00 c	.13		
6	Pub. Liab. & Property Damage Insurance	4.35	1.00 c	.04	.62	
7	Total (j) Accounting and					
8	Total Weekly Report Summary No. 55				4.80	.76

.28

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon Highway Commission and
Southern Pacific Company

GWO 57707

WEEKLY REPORT SUMMARY No. 56

WEEKLY REPORT SUMMARY No. 57

WEEKLY REPORT SUMMARY No. 58

Week Ending August 27, 1955

Period: August 23-31, 1955

" September 1-3, 1955

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

O/C 57707

Week Ending September 10, 1955

WEEKLY REPORT SUMMARY No. 59

1	(j) Accounting					45.83
2	Jr. Engineer (385.00/168)	20 hr.	2.2917 hr.			
		345.83	4.00 c	1.83		
3	Vacation Allowance	47.66	6.50 c	3.10		
4	R.R.Ret. & Unemployment Taxes	47.66	3.00 c	1.43		
5	Compensation Insurance	47.66	1.00 c	.48		6.84
6	Pub. Liab. & Property Damage Insurance					
7	Total (j) Accounting and					52.67
8	Total Weekly Report Summary No. 59					

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

W.O. 57707

Week Ending September 17, 1955

WEEKLY REPORT SUMMARY No. 60

1	(i) Accounting					9.17
2	Jr. Engineer ($385.00/168)	4 hr.	2.2917 hr.			
		$9.17	4.00 c	.37		
3	Vacation Allowance	9.54	6.50 c	.62		
4	R.R.Ret. & Unemployment Taxes	9.54	3.00 c	.29		
5	Compensation Insurance	9.54	1.00 c	.10		1.38
6	Pub. Lieb. & Property Damage Insurance					
7	Total (j) Accounting and					10.55
8	Total Weekly Report Summary No. 60					

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

[redacted]

WEEKLY REPORT SUMMARY No. 61	Week Ending September 24, 1955
" " " " 62	Period: September 25-30, 1955
" " " " 63	" October 1, 1955
" " " " 64	Week Ending October 8, 1955
" " " " 65	" " October 15, 1955
" " " " 66	" " October 22, 1955
" " " " 67	" " October 29, 1955
" " " " 68	Period: October 30-31, 1955
" " " " 69	" November 1-5, 1955
" " " " 70	Week Ending November 12, 1955
" " " " 71	" " November 19, 1955
" " " " 72	" " November 26, 1955
" " " " 73	Period: November 27-30, 1955
" " " " 74	" December 1-3, 1955
" " " " 75	Week Ending December 10, 1955
" " " " 76	" " December 17, 1955
" " " " 77	" " December 24, 1955
" " " " 78	" " December 31, 1955

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97497 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

[redacted]

WEEKLY REPORT SUMMARY No. 61	Week Ending September 24, 1955
" " " " 62	Period: September 25-30, 1955
" " " " 63	" October 1, 1955
" " " " 64	Week Ending October 8, 1955
" " " " 65	" " October 15, 1955
" " " " 66	" " October 22, 1955
" " " " 67	" " October 29, 1955
" " " " 68	Period: October 30-31, 1955
" " " " 69	" November 1-5, 1955
" " " " 70	Week Ending November 12, 1955
" " " " 71	" " November 19, 1955
" " " " 72	" " November 26, 1955
" " " " 73	Period: November 27-30, 1955
" " " " 74	" December 1-3, 1955
" " " " 75	Week Ending December 10, 1955
" " " " 76	" " December 17, 1955
" " " " 77	" " December 24, 1955
" " " " 78	" " December 31, 1955

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.C. 57707

WEEKLY REPORT SUMMARY No. 79 Week Ending January 7, 1956

1	(j) Accounting					
2	Engineer Accountant (460.00/168)	8 hr.	2.7381 hr.		21.90	52
3	Vacation Allowance	$21.90	4.00 c	.88		
4	Paid Holiday	21.90	2.00 c	.44		
5	R.R.Ret. & Unemployment Taxes	23.22	6.50 c	1.51		
6	Compensation Insurance	23.22	3.00 c	.70		
7	Pub. Liab. & Property Damage Insurance	23.22	1.00 c	.23	3.76	6
8	Total (j) Accounting and					
9	Total Weekly Report Summary No. 79				25.66	

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

O/C 57707

WEEKLY REPORT COMPANY No. 80 Week Ending January 14, 1956

1	(1) Accounting				
2	Engineer Accountant ($460.00/168)	32 hr.	2.7381 hr.		87.62
3	Vacation Allowance	$87.62	4.00 c	3.50	
4	Paid Holidays	87.62	2.00 c	1.75	
5	R.R.Ret. & Unemployment Taxes	92.87	6.50 c	6.04	
6	Compensation Insurance	92.87	3.00 c	2.79	
7	Pub. Liab. & Property Damage Insurance	92.87	1.00 c	.93	15.01
8	Total (1) Accounting and				
9	Total Weekly Report Summary No. 80				102.63

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.O 57707

WEEKLY REPORT SUMMARY No. 81 — Week Ending January 21, 1956

1	(1) Accounting					
2	Engineer Accountant ($460.00/168)	28 hr.	2.7381 hr.			76.67
3	Vacation Allowance	$76.67	4.00 c	3.07		
4	Paid Holidays	76.67	2.00 c	1.53		
5	R.R.Ret. & Unemployment Taxes	81.27	6.50 c	5.28		
6	Compensation Insurance	81.27	3.00 c	2.44		
7	Pub. Liab. & Property Damage Insurance	81.27	1.00 c	.81		13.13
8	Total (1) Accounting and					89.80
9	Total Weekly Report Summary No. 81					

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

O&O 57707

WEEKLY REPORT SUMMARY No. 82 — Week Ending January 28, 1956

1	(i) Accounting					
2	Engineer Accountant ($460.00/168)	40 hr.	2.7381 hr.			109.52
3	Vacation Allowance	$109.52	4.00 c	4.38		
4	Paid Holidays	109.52	2.00 c	2.19		
5	R.R.Ret. & Unemployment Taxes	116.09	6.50 c	7.55		
6	Compensation Insurance	116.09	3.00 c	3.48		
7	Pub. Liab. & Property Damage Insurance	116.09	1.00 c	1.16		18.76
8	Total (j) Accounting and					
9	Total Weekly Report Summary No. 82					128.28

FORM E-80X—50,000—10-54—79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 4, 1955

SUBJECT:

To: Forrest Cooper
Construction Engineer

Dear Sir:

Herewith bills in the amount of $2824.10 from the Southern Pacific Railroad Company and covering the cost of labor and materials furnished in connection with the relocation of the Wye at Divide on the Coast Fork Willamette River-Divide Section, Pacific Highway, State Force Order No. 285.

This is an anticipated item and was covered in the project authorization.

Your approval is requested.

Very truly yours,

Tom Edwards
Division Engineer

By L R Chandler

L. R. Chandler
Ass't Division Engineer

LRC/ds
encl.

RECEIVED
NOV 7 1955
BRIDGE & STRUCTURES

RECEIVED
NOV 7 1955
OFFICE OF
CONSTRUCTION ENGINEER

To E. L. Decker Date 10/6/55

[illegible] of
Co. Rd. #3504 [illegible] work
at Devils Lake [illegible]
[illegible]

Signed [illegible]

PLEASE REPLY HERE

To Gardner Date October 14, 1955

Bills approved and forwarded to Division Office
today

RECEIVED
OCT 17 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Signed H. L. Hunter
E. L. Decker

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

NO. 220

Oregon November 8, 19 55

ancisco 5, Calif, Dr.

ghway Comm. Agreement No. 441

b-Division No.

timate No. 3

efix & Acct. No. 20-1091

	ious nt	Present Amount
	3.20	
	2.27	
		2,824.10
Totals	9,339.57	6,515.47	2,824.10
Retained 10 %	933.96	651.55	282.41
Total Payments	8,405.61	5,863.92	2,541.69

Pay This Estimate $ 2,541.69

Computed by Checked by

Approved Field Engr. Approved:

Previous Voucher No.

Bridge Office Engineer

Salem, Oregon November 8 ,19 55

STATE OF OREGON

To Southern Pacific Co., 65 Market St., San Francisco 5, Calif, Dr.

Project Divide Y Track — Highway Comm. Agreement No. 141

Sub-Division No.

Ry. Company's Agreement No. Audit 97647 — Estimate No. 3

Period Covered July 1955 — Prefix & Acct. No. 20-1091

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 434810	853.20	853.20	
433629	5,662.27	5,662.27	
433909	2,824.10		2,824.10
Totals	9,339.57	6,515.47	2,824.10
Retained 10 %	933.96	651.55	282.41
Total Payments	8,405.61	5,863.92	2,541.69

Pay This Estimate $ 2,541.69

Computed by Checked by

Approved Field Engr. Approved:

Previous Voucher No.

Bridge Office Engineer

S-55

S-130-P
(A.A.R. 2M)

BILL COLLECTIBLE

Bill No. 433909
Quote above number when remitting

Month's Account September 1955
Portland Division Dept. No. 3-733
Date Made OCT 4 1955 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
State Highway Commission
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF TREASURER—PACIFIC LINES
65 Market Street,
San Francisco 5, California.

For cost of labor and materials furnished in connection with the relocation of Wye Tracks at Divide, Oregon in accordance with the terms of Agreement dated Oct. 29, 1954, Document Amdt No. 9786-7, A/F/E No. 33882		
Est. No. 3 July 1955		2,844.10
I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transactions have been complied with; and that state or local sales taxes have been complied with, and that state or local sales taxes are not included in the amounts billed.		
SOUTHERN PACIFIC COMPANY		

DISTRIBUTION: R. V. COLE, Auditor of Disbursements
By _____ Chief Clerk

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California.

O.K. OCT 14 1955 19
RES. ENGR. [illegible]
CAREFULLY CHECKED FOR DUPLICATION
APPROVED [signature]
Asst Division Engr.
Jc 1691

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, State Highway Commission and
Southern Pacific Company

G M O. 57707 ESTIMATE No. 3 July 1955

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
(a) Construct New Track	8 021 18	5,602.81	2,418.37
(b) Remove Old Track	344 69	-	344 69
(c) Raise Signal Line	574.65	574.65	
(d) Engineering	295 36	267.44	27 92
(e) Accounting (Billing)	103.69	70.57	33 12
Total	9,339 57	6,515.47	2,824.10
Total Estimate No 3			2 824 10

This Estimate is based upon Weekly Report Summaries Nos 47 to 52 Incl. & Supplements to 1 of Weekly Report Summaries Nos 39,40,41,42,43,44 & 45.

O.K. OCT 14 1955 19
RES. ENGR. [signature]
CAREFULLY CHECKED FOR DUPLICATION
APPROVED [signature]
Asst Division Engr.
Jr 1091

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 39, Supp. No. 1 Week Ending May 21, 1955

1 (a) Construct New Track						
2 Ex. 29 Outfit Cars (12)	Reprs.	480 hrs.	.097 hr.	46.56		
3 " " Motor Car	"	32 "	.07 "	2.24		48.80
4 Ex. 29 Outfit Cars (12)	Depr.	60 da.	.24 da.	14.40		
5 " " Motor Car	"	4 "	.18 "	.72		15.12
6 Total (a) Construct New Track and						
7 Total Weekly Report Summary No. 39, Supp. No. 1						63.92

8 NOTE: See Extra Gang No. 39 Field Report No. 11, May & June 1955

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 40, Supp. No. 1 Week Ending May 28, 1955

1	(a) Construct New Track					
2	Ex. 29 Outfit Cars (12) Reprs.	672 hrs.	.097 hr.	65.18		
3	" " Motor Car "	40 "	.07 "	2.80		67.98
4	Ex. 29 Outfit Cars (12) Deprn.	84 da.	.24 da.	20.16		
5	" " Motor Car "	5 "	.18 "	.90		21.06
6	Total (a) Construct New Track and					
7	Total Weekly Report Summary No. 40, Supp. No. 1					89.04

8 NOTE: See Extra Gang No. 39 Field Report No. 11, May & June 1955.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 41, Supp. No. 1 Week Ending May 31, 1955

1	(a) Construct New Track					
2	Ex. 29 Outfit Cars (12) Reprs.	288 hr.	.097 hr.	27.94		
3	" " Motor Cars "	8 "	.07 "	.56		28.50
4	Ex. 29 Outfit Cars (12) Deprn.	36 da.	.24 da.	8.64		
5	" " Motor Car "	1 "	.18 "	.18		8.82
6	Total (a) Construct New Track and					
7	Total Weekly Report Summary No. 41, Supp. No. 1					37.32

8 NOTE: See Extra Gang No. 39 Field Report No. 11, May & June 1955.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 42, Supp. No. 1 Period June 1-4, 1955

1	(a) Construct New Track						
2	Ex. 29 Outfit Cars (12)	Reprs.	384 hr.	.097 hr.	37.25		
3	" " Motor Car	"	24 "	.07 "	1.68		38.93
4	Ex. 29 Outfit Cars (12)	Deprn.	48 da.	.24 da.	11.52		
5	" " Motor Car	"	3 "	.18 "	.54		12.06
6	Total (a) Construct New Track and						
7	Total Weekly Report Summary No. 42, Supp. No. 1						50.99

8 NOTE: See Extra Gang No. 39 Field Report No. 11, May & June 1955.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

040 57707

WEEKLY REPORT SUMMARY NO. 43, Supp. No. 1 Week Ending June 11, 1955

1	(a) Construct New Track					
2	Exc. 29 Outfit Cars (12) Reprs.	480 hrs.	.097 hr.	46.56		
3	" " Motor Car "	24 "	.07 "	1.68		48.24
4	Exc. 29 Outfit Cars (12) Deprn.	60 da.	.24 da.	14.40		
5	" 29 Motor Car "	3 "	.18 da.	.54		14.94
6	Total (a) Construct New Track					63.18
7	(d) Engineer-Inspector					
8	Engineer Inspector $410.00/176 hr.	8 hr.	2.3295 hr.			18.64
9	Vacation Allowance	$18.64	4.00 c	.75		
10	Railroad Retirement and					
11	Unemployment Compensation Taxes	19.39	6.25 c	1.21		
12	Workmen's Compensation Insurance	19.39	3.00 c	.58		
13	Public Liability and					
14	Property Damage Insurance	19.39	1.00 c	.19		2.73
15	Eng. Insp. T. B. Cabe - Per. Exp.	3 Meals		3.55		
16	" " " " " "	1 lodging		3.00		6.55
17	Total (d) Engineer-Inspector					27.92
18	Total Weekly Report Summary No. 43, Supp. No. 1					91.10

19 NOTE: See Extra Gang No. 39 Field Report No. 11, May & June 1955.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

OSC 57707

WEEKLY REPORT SUMMARY NO. 44, Supp. No. 1 Week Ending June 18, 1955

1	(a) Construct New Track					
2	Ex. 29 Outfit Cars (12) Reprs.	672 hr.	.097 hr.	65.18		
3	" " Motor Car "	40 "	.07 "	2.80		67.98
4	Ex. 29 Outfit Cars (12) Deprn.	84 da.	.24 da.	20.16		
5	" " Motor Car "	5 "	.18 "	.90		21.06
6	Total (a) Construct New Track and					
7	Total Weekly Report Summary No. 44, Supp. No. 1					89.04

8 NOTE: See Extra Gang No. 39 Field Report No. 11, May & June 1955.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

EAO 57707

WE KLY REPORT FEBRARY NO. 45, Supp. No. 1 Week Ending June 25, 1955

1	(a) Construct New Track						
2	Ex. 29 Outfit Cars (12)	Reprs.	576	hrs.	.097	hr.	55.87
3	" " Motor Car	"	40	"	.07	"	2.80 — 58.67
4	Ex. 29 Outfit Cars (12)	Deprn.	72	da.	.24	da.	17.28
5	" " Motor Car		5	"	.18	"	.90 — 18.18
6	A-Rail 90# 3201'	SH	96,030	lbs.	20.00	NT	960.30
7	A-Angle Bar 90#	"	164	ea.	.50	ea.	82.00
8	A-Continuous Joints	"	12	pr.	5.00	pr.	60.00
9	B-Track Bolts 7/8" x 5-1/8"	N	2.9	Keg.	27.41	Keg.	79.49
10	C-Spring Washer	"	376	ea.	8.38	c	31.51
11	A-Tie Plates	SH	1,563	"	.10	ea.	156.30
12	D-Switch Points 16'6"		3	"	36.38	ea.	109.14
13	D- " " "		3	"	24.16	"	72.48
14	D-Gu. Plates Ins.		1	"	34.27	"	34.27
15	D- " " Non.Ins.		2	"	17.18	"	34.36
16	D- " " Braces		54	"	1.91	"	103.14
17	A-Tie Rod #1	SH	1	"	3.00	"	3.00
18	D- " " #1	N	2	"	8.61	"	17.22
19	D- " " #2		3	"	9.62	"	28.86
20	D-Heel Filler Comp.		3	"	17.57	"	52.71
21	D- " " "		3	"	14.85	"	44.55
22	D-Slide Plate No. 2		30	"	3.92	"	117.60
23	A- " " #2A	SH	1	"	.80	"	.80
24	D- " " #2A	N	5	"	4.07	"	20.35
25	D- " " #3		6	"	4.09	"	24.54
26	D- " " #4		6	"	4.69	"	28.14
27	D-Heel " #5		6	"	2.45	"	14.70
28	D- " " #6		6	"	2.60	"	15.60
29	D- " " #7		6	"	2.63	"	15.78
30	D- " " #8		5	"	2.73	"	13.65
31	A- " " #8	SH	1	"	.80	"	.80
32	D- " " #9		6	"	3.00	"	18.00
33	D- " " #10		6	"	3.10	"	18.60
34	D- " " #11		6	"	3.26	"	19.56
35	D- " " #12		4	"	3.92	"	15.68
36	A-Switch Stand Star	SH	3	"	10.00	"	30.00
37	A- " Connecting Rods		3	"	1.25	"	3.75
38	D- " Target Yellow		3	"	3.26	"	9.78
39	D- " Lock C&A		2	"	.65	"	1.30

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon

WEEKLY REPORT SUMMARY NO. 45, Supp. No. 1 (Cont'd)

1	(a) Construct New Track (Cont'd)					
2	D-Frog #7 S.G.	1 ea.	252.64 ea.	252.64		
3	A- " #10 S.G. S.H.	1 "	65.00 "	65.00		
4	D- " #10 S.G.	1 "	386.82 "	386.82		
5	Plates	14 "	2.12 "	29.68	2,972.10	
6	Handling Cost	$2,972.10	5.00 c		148.61	
7	To eliminate charges for costs of					
8	betterment not necessaitated by project				2,972.10	Cr.
9	E-F Cross Ties 7"x9"	*703 ea.	356.01 c	2,502.75		
10	E-F Switch Ties 7"x9" 1794 L.Ft.	9,418.5 FBM	87.93 MBM	828.17		
11	E-F Head Blocks 8x12	384 FBM	87.93 MBM	33.77	3,364.69	
12	*Field report (Form L-7702) in error as to size of cross ties.					
13	Handling Cost	$3,364.69	5.00 c		168.23	
14	Head Blocks Released	384 FBM	87.93 MBM	33.77	Cr.	
15	Cross Ties 7"x9" "	742 ea.	356.01 c	2,641.59	"	
16	Switch Ties 7"x9" 1215 L.Ft-					
17	Released	6,378.75 FBM	87.93 MBM	560.88	"	
18	7"x8" 566 L.Ft.-					
19	Released	2,641.13 FBM	87.93 MBM	232.46	"	3,468.70 Cr.
20	Service Loss	$3,468.70	15.00 c		520.31	
21	B-Track Spikes 5/8 Keg of 235					
22	(4,797 ea.)	20.413 Keg	16.29 Keg		332.53	
23	Handling Cost	332.53	5.00 c		16.63	
24	Track Spikes-Released Keg of 235					
25	(5,792 ea.)	24.65 Keg	16.29 Keg		401.55	Cr.
26	Service Loss of Track Spikes	$401.55	25.00 "		100.39	
27	G-River Run Ballast	840 cu.yd.	.73 cu.yd.		613.20	

		Tons	Miles	Ton Miles		
28	Freight					
29	A-Brooklyn to job	61.493	145.0	8,916.49		
30	B-Ogden " " via Brooklyn	2.320	1244.3	2,886.78		
31	C-El Paso " " " "	.063	2046.6	128.94		
32	D-LosAngeles " " "	5.382	1232.2	7,247.80		
33	E-Salem to Eugene	64.996	70.9	4,608.22		
34	F-Eugene to job	72.617	25.4	1,844.47		
35	G-Springfield to job	1260.000	23.6	29,736.00		
				55,368.70	.01 TN	553.69
36	Total (a) Construct New Track and					
37	Total Weekly Report Summary No. 45, Supp. No. 1					2,024.88

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GBO 57707

WEEKLY REPORT SUMMARY NO. 47 Period: July 1-2, 1955

1	(b) Remove Old Track				
2	Ex. #29 Foreman $338.39/160 hr.	8 hr.	2.1149 hr.	16.92	
3	Ass't. Foreman	8 "	1.709 "	13.67	
4	Laborer	16 "	1.529 "	24.46	
5	"	56 "	1.517 "	84.95	
6	Holiday Allowance	$123.08	2.34 e	2.88	142.88
7	Vacation Allowance	$142.88	4.00 e	5.72	
8	Railroad Retirement and				
9	Unemployment Compensation Taxes	148.60	6.25 e	9.29	
10	Workman's Compensation Insurance	148.60	3.00 e	4.46	
11	Public Liability and				
12	Property Damage Insurance	148.60	1.00 e	1.49	
13	Health Benefit Funds	88 hr.	.0151 hr.	1.33	22.29
14	Total (b) Remove Old Track and				
15	Total Weekly Report Summary No. 47				165.17

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 48 — Week Ending July 9, 1955

1	(b) Remove Old Track					
2	Ex. 29 Foreman $338.39/160 hr.	8 hr.	2.1149 hr.	16.92		
3	Ass't. Foreman	8 "	1.709 "	13.67		
4	Laborer	16 "	1.529 "	24.46		
5	"	64 "	1.517 "	97.09		
6	Holiday Allowance	$135.22	2.34 e	3.16		155.30
7	Vacation Allowance	155.30	4.00 e	6.21		
8	Railroad Retirement and					
9	Unemployment Compensation Taxes	161.51	6.25 e	10.09		
10	Workmen's Compensation Insurance	161.51	3.00 e	4.85		
11	Public Liability and					
12	Property Damage Insurance	161.51	1.00 e	1.62		
13	Health Benefit Funds	96	.0151 hr.	1.45		24.22
14	Total (b) Remove Old Track and					
15	Total Weekly Report Summary No. 48					179.52

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

Week Ending July 16, 1955

WEEKLY REPORT SUBMITTED NO. 49

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

080 57707

WEEKLY REPORT SUMMARY NO. 50 — Week Ending July 23, 1955

1	(j) Accounting				
2	Jr. Engineer $385.00/160 hr.	8 hr.	2.4063 hr.		19.25
3	Vacation Allowance	$19.25	4.00 %	.77	
4	Railroad Retirement and				
5	Unemployment Compensation Taxes	20.02	6.25 %	1.25	
6	Workman's Compensation Insurance	20.02	3.00 %	.60	
7	Public Liability and				
8	Property Damage Insurance	20.02	1.00 %	.20	2.82
9	Total (j) Accounting and				
10	Total Weekly Report Summary No. 50				22.07

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 51 — Week Ending July 30, 1955

1	(j) Accounting					9.63
2	Jr. Engineer $385.00/160 hr.	4 hr.	2.4063 hr.			
3	Vacation Allowance	$9.63	4.00 %	.39		
4	Railroad Retirement and	10.02	6.25 %	.63		
5	Unemployment Compensation Taxes	10.02	3.00 %	.30		
6	Workman's Compensation Insurance					
7	Public Liability and	10.02	1.00 %	.10		1.42
8	Property Damage Insurance					
9	Total (j) Accounting and					11.05
10	Total Weekly Report Summary No. 52					

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 52 Period: July 31, 1955

NOTHING TO REPORT

Salem, Oregon August 22 ,1955

STATE OF OREGON

To Southern Pacific Co., 65 Market St., San Francisco 5, Calif., Dr.

Project Divide Y Track — Highway Comm. Agreement No. 141

Sub-Division No.

Ry. Company's Agreement No. Audit 97467 — Estimate No. 2

Period Covered May & June, 1955 — Prefix & Acct. No. 20-1091

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 434810	853.20	853.20	
433629	5,662.27		5,662.27
Totals	6,515.47	853.20	5,662.27
Retained 10 %	651.55	85.32	566.23
Total Payments	5,863.92	767.88	5,096.04

Pay This Estimate $ 5,096.04

Computed by _____ Checked by _____

Approved Field Engr. _____ Approved:

Previous Voucher No. _____ cag

Bridge Office Engineer

FORM E-30X—50,000—10-54—79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Cottage Grove, Oregon,
August 16, 1955

SUBJECT: Coast Fork-Divide,
Pacific Highway,
Southern Pacific Wye

To: Mr. Tom Edwards,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Attached find three copies of Southern Pacific Company's Bill No. 433629 in the amount of $ 5,662.27.

This bill covers the months of May and June, 1955, and is for labor only.

Yours very truly,

G. L. Decker,
Res. Engr.

gld
encl.

RECEIVED
AUG 22 1955

6-55

S-130-P
(A.A.R. 206)

BILL COLLECTIBLE

433629
Bill No.
Quote above number when remitting

Month's Account July 1955
Portland Division Dept. No. 3-603
Date Made AUG 10 1955 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
State Highway Commission
Salem, Oregon

attn: Mr. R. H. Baldock

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF TREASURER—PACIFIC LINES,
65 Market Street,
San Francisco 5, California.

For cost of labor and materials furnished in connection with the relocation of Wye Track at Dundee, Oregon in accordance with the terms of Agreement dated Oct. 19, 1954, Document Audit No. 97467, A & D No. 32882 Est. No. 2 May & June 1955		5662.27

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transactions have been complied with; and that state or local sales taxes have been complied with, and that state or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY

DISTRIBUTION: R. V. COLE, Auditor of Disbursements
By _____ Chief Clerk

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California.

O.K AUG 16 1955 19
RES. ENGR. S. L. Parker
CAREFULLY CHECKED FOR DUPLICATION
APPROVED _____ DIVISION ENGR.
20-1091

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October, 1954
Between State of Oregon, State Highway Commission and
Southern Pacific Company

G.M.O. 5707 Estimate No. 2 May & June, 1955

Description (1)	Total Work To Date (2)	Previous Estimate (3)	This Estimate (4)
(a) Construct New Track	5 602.81	-	5 602.81
(b) Remove Old Track	-	-	-
(c) Raise Signal Line	574.65	575.39	.74 cr
(d) Engineer Inspector	267.44	267.44	-
(j) Accounting (Billing)	70.57	10.37	60.20
Total	6 515.47	853.20	5 662.-
Total Estimate No. 2			5 662.27

This Estimate is based upon Weekly Report Summaries No 37 to 46 incl &
Supplements No. 1 of Weekly Report Summary No 1

O.K AUG 16 1955 19...
RES. ENGR. S. L. Clarke
CAREFULLY CHECKED FOR DUPLICATION
APPROVED C. W. ... Division Engr.
20-1091

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 1 — Week Ending October 9, 1954

1	(c) Raise Signal Line				
2	Respace Signal Line to Permit				
3	Relocation of Wye Tracks				
4	Sig. #5 Foreman $441.16/168 hr.	24 hr.	2.6260 hr.	63.02	
5	" Lead Signalman	24 "	2.085 "	50.04	
6	" Signalman	96 "	2.021 "	194.02	
7	" Asst. Signalman	24 "	1.769 "	42.46	
8	" Signal Helper	24 "	1.721	41.30	
9	Holiday Allowance	$327.82	2.34 c	7.67	398.51
10	Vacation Allowance	398.51	4.00 c	15.94	
11	Railroad Retirement and				
12	Unemployment Compensation Taxes	414.45	6.25 c	25.90	
13	Workmen's Compensation Insurance	414.45	3.00 c	12.43	
14	Public Liability and				
15	Property Damage Insurance	414.45	1.00 c	4.14	58.41
16	Sig.#5 Truck P-6	41 mi.	.05 mi.		2.05
17	Sig.#5 Outfit Cars (5) Reprs.	120 hr.	.097 hr.		11.64
18	Sig.#5 Outfit Cars (5) Deprn.	15 da.	.24 da.		3.60
19	Sig.#5 Gasoline	4 Gal.	.176 Gal.		.70
20	Handling Cost	.70	5.00 c		.04
21	A-Bolts, Carriage 3/8" x 4½"	8 ea.	.06 ea.	.48	
22	A " Dbl. Arming 5/8" x 18"	8 "	.53 "	4.24	
23	A " Machine 5/8" x 18"	4 "	.39 "	1.56	
24	A-Braces, Flat Crossarm	8 "	.44 "	3.52	
25	AB-Crossarm, 10 Pin	8 "	3.34 "	26.72	
26	A-Insulators, Glass #19	28 "	.13 "	3.64	
27	A-Pins, Crossarm #8000	28 "	.32 "	8.96	
28	C,D-Poles, 40' Creo	4 ea.	29.95 "	83.80	
29	Nails, Com.Wire 10d(dunnage)	1/2 lb.	9.88 c lb.	.05	
30	Stakes, Car "	5 ea.	.73 ea.	3.65	
31	Wedge, Fir "	5 "	.02 "	.10	
32	Wire, #10 Annealed "	8 lb.	7.23 c lb.	.59	
33	A-Screws, Lag	4 ea.	.09 ea.	.36	
34	A-Washers, Sq. 1/8"x2"x2"	32 ea.	.03 "	.96	138.62
35	Handling Cost	138.62	5.00 c		6.93

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon

WEEKLY REPORT SUMMARY NO. 1 (Cont'd)

1	(c) Raise Signal Line (Cont'd)					
2	Bolts, Machine 5/8" x 14"		4 ea.	.21 ea.	.84 cr.	
3	Crossarms, 8 Pin		4 "	2.56 "	10.24 cr.	
4	Poles, 35' Split Fir		4 "	11.45 "	45.80 cr.	56.88 cr.
5	Service Loss on Poles		45.80	15.00 c		6.87
6	Freight	Tons	Miles	Ton Miles		
7	A-West Oakland to Job	.219	589.5	129.10		
8	B-Salem to West Oakland	.152	660.9	100.46		
9	C-Salem to Eugene	2.520	70.9	178.67		
10	D-Eugene to Job	3.200	25.4	81.28		
11				489.51	.01 TM	4.90
12	Total (c) Raise Signal Line and					
13	Total Weekly Report Summary No. 1					575.39

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO.	2	Week Ending Oct.	16, 1954
" " "	3	" " "	23, 1954
" " "	4	" " "	30, 1954
" " "	5	Period October	31, 1954
" " "	6	" November	1-6, 1954
" " "	7	Week Ending Nov.	13, 1954
" " "	8	" " "	20, 1954
" " "	9	" " "	27, 1954
" " "	10	Period November	28-30, 1954
" " "	11	" December	1-4, 1954
" " "	12	Week Ending Dec.	11, 1954
" " "	13	" " "	18, 1954
" " "	14	" " "	25, 1954

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 15 — Period Dec. 26-31, 1954

1	(d) Engineer-Inspector				
2	Inspection				8.80
3	Engineer Inspector $405.00/184 hr.	4 hr.	2.2011 hr.		
4	Vacation Allowance	$8.80	4.00 c	.35	
5	Railroad Retirement and				
6	Unemployment Compensation Taxes	9.15	6.25 c	.57	
7	Workmen's Compensation Insurance	9.15	3.00 c	.27	
8	Public Liability and				
9	Property Damage Insurance	9.15	1.00 c	.09	1.28
10	Engineer Inspector T.D.Cabe Per.Exp.	1 Meal			1.10
11	Total (d) Engineer-Inspector				11.18
12	Total Weekly Report Summary No. 15				

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 16 Period January 1, 1955

NOTHING TO REPORT

5-55

SOUTHERN PACIFIC LINES

BILL COLLECTIBLE 47 810

S-130-P
(A.A.R. 206)

Bill No.
Quote above number when remitting

Month's Account June 1955
Portland Division Dept. No. 3-382
Date Made JUL 11 1955 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
State Highway Commission
Salem, Oregon

attn: Mr. R. H. Baldock

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF TREASURER—PACIFIC LINES,
65 Market Street,
San Francisco 5, California.

For cost of labor and materials furnished in connection with the ~~construction of~~ relocation of Wye Track at Deschutes, Oregon in accordance with the terms of Agreement dated Oct 22, 1954 Document Audit No. 97467, A. of D. No. 33882 - Est No 1 - O.S. - Dec 1954 Jan.-April 1955 (Detail attached)	8532.26

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transactions have been complied with; and that state or local sales taxes have been complied with, and that state or local sales taxes are not included in the amounts billed.

~~SOUTHERN PACIFIC COMPANY~~
R. V. Cole, Auditor of Disbursements
By N. Olson
Chief Clerk

DISTRIBUTION:

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California.

Total Estimate No. 1

JUL 21 1955
AUDITOR OF DISBURSEMENTS

C. K JUL 21 1955 19
RES. ENGR. H. L. Baker
CAREFULLY CHECKED FOR DUPLICATION
APPROVED L. N. Young Division Engr.
20-1091

Dc 382

SOUTHERN PACIFIC COMPANY

MONTHLY REPORT OF FORCE ACCOUNT WORK

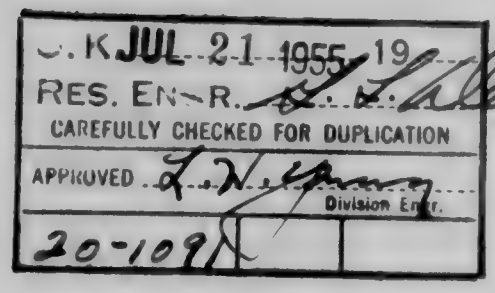
Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No 37467 dated October, 1954
Between State of Oregon, State Highway Commission and
Southern Pacific Company

October, November, December 1954
January, February, March & April, 1955

G.M.O. 27707 Estimate No 1

Description (1)	Total Work To Date (2)	Previous Estimate (3)	This Estimate (4)
	$	$	$
(a) Construct New Track			
(b) Remove Old Track			
(c) Raise Signal Line	775.21		775.21
(d) Engineer Inspector	267.44		267.44
(j) Accounting (Billing)	10.37		10.37
Total	853 20		853 20
Total Estimate No. 1			853 20

Full estimate in support thereof: Summaries No 1 to 36 incl



To G. L. Decker DATE 7/19/55

Enc with 3 cpys J&PC Bill #34810 for work at Dimick - for check and approval - Please return all three copies after check

SIGNED Gardner

PLEASE REPLY HERE

To _____ DATE _____

SIGNED _____

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

NO. 220

RECEIVED
JUL 2[illegible] A.M.
ACCOUNTING DIVISION
1955

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Accounting

Cottage Grove, Oregon,
July 21, 1955

SUBJECT: Coast Fork-Divide,
Pacific Highway,
Southern Pacific Wye.

To: Mr. Tom Edwards,
Division Engineer,
Roseburg, Oregon.

REFERRED TO
C. H. MANSON, Auditor

Dear Sir:

Attached find three copies of Southern Pacific Company's Bill No. 434810 in the amount of $ 853.20. This in connection with the relocation of the wye tracks at Divide.

This bill covers the months of October, November, December, 1954, and January, February, March and April of 1955.

They appear in order and have been approved here.

Yours very truly,

G. L. Decker

G. L. Decker,
Res. Engr.

gld
encl.

Salem, Oregon Aug. 16 ,19 55

STATE OF OREGON

To Southern Pacific Co., 65 Market Street ,Dr.
San Francisco 5, California

Project Divide Y Track

Highway Comm. Agreement No. 441

Sub-Division No.

Ry. Company's Agreement No. Audit 97467

Estimate No. 1

Period Covered Oct./Dec., 1954 & Jan./April, 1955

Prefix & Acct. No. 20-1091

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 434810	853.20		853.20
Totals	853.20		853.20
Retained 10 %	85.32		85.32
Total Payments	767.88		767.88

Pay This Estimate $ 767.38

Computed by Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 46 Period June 26-30, 1955

1	(j) Accounting				
2	Jr. Engineer $385.00/176 hr.	8 hr.	2.1875 hr.		17.50
3	Vacation Allowance	$17.50	4.00 %	.70	
4	Railroad Retirement and				
5	Unemployment Compensation Taxes	18.20	6.25 %	1.14	
6	Workmen's Compensation Insurance	18.20	3.00 %	.55	
7	Public Liability and				
8	Property Damage Insurance	18.20	1.00 %	.18	2.57
9	Total (j) Accounting and				
10	Total Weekly Report Summary No. 46				20.07

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GIO 57707

WEEKLY REPORT SUMMARY NO. 1, Supp. No. 1 Week Ending Oct. 9, 1954

1	(c) Raise Signal Line			
2	Respace Signal Line to Permit			
3	Relocation of Wye Track			
4	Sig. #3 Gasoline	4 gal.	.176 gal.	.70 cr.
5	Handling Cost	.70	5.00 c	.04 cr.
6	Total (c) Raise Signal Line and			
7	Total Weekly Report Summary No. 1, Supp. No. 1			.74 cr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 37 Week Ending May 7, 1955

" " " NO. 38 " " May 14, 1955

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 29 — Week Ending May 21, 1955

1	(a) Construct New Track				
2	Ex. 29 Foreman $338.39/168 hr.	32 hr.	2.0142 hr.	64.45	
3	" Asst. Foreman	32 "	1.709 "	54.69	
4	" Laborer	64 "	1.529 "	97.86	
5	" "	360 "	1.517 "	546.12	
6	Holiday Allowance	$698.67	2.34 %	16.35	779.47
7	Vacation Allowance	$779.47	4.00 %	31.18	
8	Railroad Retirement and				
9	Unemployment Compensation Taxes	810.65	6.25 %	50.67	
10	Workmen's Compensation Insurance	810.65	3.00 %	24.32	
11	Public Liability and				
12	Property Damage Insurance	810.65	1.00 %	8.11	
13	Health Benefit Funds	488 hr.	.0151 hr.	7.37	121.65
14	Total (a) Construct New Track and				901.12
15	Total Weekly Report Summary No. 39				

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 40 — Week Ending May 28, 1955

1	(a) Construct New Track				
2	Ex. 29 Foreman $338.39/168 hr.	40 hr.	2.0142 hr.	80.57	
3	" Asst. Foreman	40 "	1.709 "	68.36	
4	" Laborer	80 "	1.529 "	122.32	
5	" "	552 "	1.517 "	837.38	
6	Holiday Allowance	$1028.06	2.34 c	24.06	1132.69
7	Vacation Allowance	$1132.69	4.00 c	45.31	
8	Railroad Retirement and				
9	Unemployment Compensation Taxes	1178.00	6.25 c	73.63	
10	Workmen's Compensation Insurance	1178.00	3.00 c	35.34	
11	Public Liability and				
12	Property Damage Insurance	1178.00	1.00 c	11.78	
13	Health Benefit Fund	712 hr.	.0151 hr.	10.75	176.81
14	Total (a) Construct New Track and				
15	Total Weekly Report Summary No. 40				1309.50

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 41 — Period May 29-31, 1955

1	(a) Construct New Track				
2	Ex. 29 Foreman $338.39/168	8 hr.	2.0142 hr.	16.11	
3	" Asst. Foreman	8 "	1.709 "	13.67	
4	" Laborer	16 "	1.529 "	24.46	
5	" "	104 "	1.517	157.77	
6	Holiday Allowance	$195.90	2.34 c	4.58	216.59
7	Vacation Allowance	$216.59	4.00 c	8.66	
8	Railroad Retirement and				
9	Unemployment Compensation Taxes	225.25	6.25 c	14.08	
10	Workmen's Compensation Insurance	225.25	3.00 c	6.76	
11	Public Liability and				
12	Property Damage Insurance	225.25	1.00 c	2.25	
13	Health Benefit Fund	136 hr.	.0151 hr.	2.05	33.80
14	Total (a) Construct New Track and				
15	Total Weekly Report Summary No. 41				250.39

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

OMO 57707

WEEKLY REPORT SUMMARY NO. 42 — Period June 1-4, 1955

1	(a) Construct New Track				
2	Ex. 29 Foreman $338.39/176 hr.	24 hr.	1.9227 hr.	46.14	
3	" Asst. Foreman	24 "	1.709 "	41.02	
4	" Laborer	48 "	1.529 "	73.39	
5	" "	304 "	1.517	461.17	
6	Holiday Allowance	$575.58	2.34 e	13.47	635.19
7	Vacation Allowance	$635.19	4.00 e	25.41	
8	Railroad Retirement and				
9	Unemployment Compensation Taxes	660.60	6.25 e	41.29	
10	Workmen's Compensation Insurance	660.60	3.00 e	19.82	
11	Public Liability and				
12	Property Damage Insurance	660.60	1.00 e	6.61	
13	Health Benefit Fund	400 hr.	.0151 hr.	6.04	99.17
14	Total (a) Construct New Track and				
15	Total Weekly Report Summary No. 42				734.36

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

CMO 57707

WEEKLY REPORT SUMMARY NO. 43 — Week Ending June 11, 1955

1	(a) Construct New Track				
2	Ex. 29 Foreman $338.39/176 hr.	24 hr.	1.9227 hr.	46.14	
3	" Asst. Foreman	24 "	1.709 "	41.02	
4	" Laborer	48 "	1.529	73.39	
5	" "	280 "	1.517	424.76	
6	Holiday Allowance	$539.17	2.34 c	12.62	597.93
7	Vacation Allowance	$597.93	4.00 c	23.92	
8	Railroad Retirement and				
9	Unemployment Compensation Taxes	621.85	6.25 c	38.87	
10	Workmen's Compensation Insurance	621.85	3.00 c	18.66	
11	Public Liability and				
12	Property Damage Insurance	621.85	1.00 c	6.22	
13	Health Benefit Funds	376 hr.	.0151 hr.	5.68	93.35
14	Total (a) Construct New Track				691.28
15	(j) Accounting				
16	Jr. Engineer $385.00/176 hr.	4 hr.	2.1875 hr.		8.75
17	Vacation Allowance	$8.75	4.00 c	.35	
18	Railroad Retirement and				
19	Unemployment Compensation Taxes	9.10	6.25 c	.57	
20	Workmen's Compensation Insurance	9.10	3.00 c	.27	
21	Public Liability and				
22	Property Damage Insurance	9.10	1.00 c	.09	1.28
23	Total (j) Accounting				10.03
24	Total Weekly Report Summary No. 43				701.31

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 44 — Week Ending June 18, 1955

					$
1	(a) Construct New Track				
2	Ex. 29 Foreman $338.39/176 hr.	40 hr.	1.9227 hr.	76.91	
3	" Laborer	56 "	1.529 "	85.62	
4	" "	360 "	1.517 "	546.12	
5	Holiday Allowance	631.74	2.34 c	14.78	723.43
6	Vacation Allowance	$723.43	4.00 c	28.94	
7	Railroad Retirement and				
8	Unemployment Compensation Taxes	752.37	6.25 c	47.02	
9	Workmen's Compensation Insurance	752.37	3.00 c	22.57	
10	Public Liability and				
11	Property Damage Insurance	752.37	1.00 c	7.52	
12	Health Benefit Funds	456 hr.	.0151 hr.	6.89	112.94
13	Total (a) Construct New Track				836.37
14	(j) Accounting				
15	Jr. Engineer $385.00/176 hr.	12 hr.	2.1875 hr.		26.25
16	Vacation Allowance	$26.25	4.00 c	1.05	
17	Railroad Retirement and				
18	Unemployment Compensation Taxes	27.30	6.25 c	1.71	
19	Workmen's Compensation Insurance	27.30	3.00 c	.82	
20	Public Liability and				
21	Property Damage Insurance	27.30	1.00 c	.27	3.85
22	Total (j) Accounting				30.10
23	Total Weekly Report Summary No. 44				866.47

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

GMO 57707

WEEKLY REPORT SUMMARY NO. 45 — Week Ending June 25, 1955

					$
1	(a) Construct New Track				
2	Ex. 29 Foreman $338.39/176 hr.	40 hr.	1.9227 hr.	76.91	
3	" Laborer	80 "	1.529 "	122.32	
4	" "	360 "	1.517 "	546.12	
5	Holiday Allowance	$668.44	2.34 e	15.64	760.99
6	Vacation Allowance	$760.00	4.00 e	30.44	
7	Railroad Retirement and				
8	Unemployment Compensation Taxes	791.43	6.25 e	49.46	
9	Workmen's Compensation Insurance	791.43	3.00 e	23.74	
10	Public Liability and				
11	Property Damage Insurance	791.43	1.00 e	7.91	
12	Health Benefit Funds	480 hr.	.0151 hr.	7.25	118.80
13	Total (a) Construct New Track and				
14	Total Weekly Report Summary No. 45				879.79

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 17 — Week Ending January 8, 1955

1	(d) Engineer-Inspector				
2	Inspection				
3	Engineer Inspector $405.00/168 hr.	8 hr.	2.4107 hr.	19.29	
4	" " (")Travel				
5		Time 3-3/4 hr.	2.4107 hr.	9.04	28.33
6	Vacation Allowance	$19.29	4.00 c	.77	
7	Railroad Retirement and				
8	Unemployment Compensation Taxes	29.10	6.25 c	1.82	
9	Workmen's Compensation Insurance	29.10	3.00 c	.87	
10	Public Liability and				
11	Property Damage Insurance	29.10	1.00 c	.29	3.75
12	Engineer Inspector T.D.Cabe, Per.Exp.	3 Meals		4.10	
13	" " " "	1 lodging		3.00	7.10
14	Total (d) Engineer-Inspector and				
15	Total Weekly Report Summary No. 17				39.18

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

Week Ending January 15, 1955

WEEKLY REPORT SUMMARY NO. 18

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

Week Ending January 22, 1955

WEEKLY REPORT SUMMARY NO. 19

1	(d) Engineer-Inspector					
2	Inspection					28.93
3	Engineer Inspector $405.00/168 hr.	12 hr.	2.4107 hr.			
4	Vacation Allowance	$28.93	4.00 c	1.16		
5	Railroad Retirement and	30.09	6.25 c	1.88		
6	Unemployment Compensation Taxes	30.09	3.00 c	.90		
7	Workmen's Compensation Insurance					
8	Public Liability and	30.09	1.00 c	.30		4.24
9	Property Damage Insurance					
10	Engineer Inspector T.D.Cabe, Per.Exp.	4	Meals	4.75		
		1	Lodgings	3.50		8.25
11	Total (d) Engineer-Inspector and					41.42
12	Total Weekly Report Summary No. 19					

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 20 — Week Ending January 29, 1955

1	(d) Engineer-Inspector					
2	Inspection					77.14
3	Engineer Inspector $405.00/168	32 hr.	2.4107 hr.			
4	Vacation Allowance	$77.14	4.00 c	3.09		
5	Railroad Retirement and					
6	Unemployment Compensation Taxes	80.23	6.25 c	5.01		
7	Workmen's Compensation Insurance	80.23	3.00 c	2.41		
8	Public Liability and					
9	Property Damage Insurance	80.23	1.00 c	.80		11.31
10	Engineer Inspector T.D.Cabe, Per.Exp.	10	Meals	12.10		
11	" " " " "	3	Lodgings	9.00		21.10
12	Total (d) Engineer-Inspector and					109.55
13	Total Weekly Report Summary No. 20					

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY	REPORT	SUMMARY	NO.	21
"	"	"	"	22
"	"	"	"	23
"	"	"	"	24

Period	January	30-31,	1955
"	February	1-5,	1955
Week Ending	"	12,	1955
"	"	19,	1955

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 25 — Week Ending February 26, 1955

1	(d) Engineer-Inspector				
2	Inspection				
3	Engineer Inspector $405.00/152 hr.	4 hr.	2.6645 hr.		10.66
4	Vacation Allowance	$10.66	4.00 c	.43	
5	Railroad Retirement and				
6	Unemployment Compensation Taxes	11.09	6.25 c	.69	
7	Workmen's Compensation Insurance	11.09	3.00 c	.33	
8	Public Liability and				
9	Property Damage Insurance	11.09	1.00 c	.11	1.56
10	Total (d) Engineer-Inspector and				
11	Total Weekly Report Summary No. 25				12.22

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 26 Period February 27-28, 1955

" " " " 27 " March 1-5, 1955

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 28 — Week Ending March 12, 1955

1	(d) Engineer-Inspector					
2	Inspection					35.22
3	Engineer Inspector $405.00/184 hr.	16 hr.	2.2011			
4	Vacation Allowance	$35.22	4.00 %	1.41		
5	Railroad Retirement and					
6	Unemployment Compensation Taxes	36.63	6.25 %	2.29		
7	Workmen's Compensation Insurance	36.63	3.00 %	1.10		
8	Public Liability and					
9	Property Damage Insurance	36.63	1.00 %	.37		5.17
10	Engineer Inspector T.D.Cabe, Per.Exp.	6	Meals	7.50		
11	" " " "	2	Lodgings	6.00		13.50
12	Total (d) Engineer-Inspector and					53.89
13	Total Weekly Report Summary No. 28					

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 29	Week Ending March 19, 1955
" " " " 30	" " March 26, 1955
" " " " 31	Period March 27-31, 1955
" " " " 32	" April 1- 2, 1955
" " " " 33	Week Ending April 9, 1955
" " " " 34	" " April 16, 1955

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 35 — Week Ending April 23, 1955

1	(j) Accounting (Cost of Billing)				
2	Jr. Engineer $380.00/168 hr.	4 hr.	2.2619 hr.		9.05
3	Vacation Allowance	$9.05	4.00 %	.36	
4	Railroad Retirement and				
5	Unemployment Compensation Taxes	9.41	6.25 %	.59	
6	Workmen's Compensation Insurance	9.41	3.00 %	.28	
7	Public Liability and				
8	Property Damage Insurance	9.41	1.00 %	.09	1.32
9	Total (j) Accounting and				
10	Total Weekly Report Summary No. 35				10.37

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Relocate Wye Track at Divide, Oregon
In Accordance with Agreement Audit No. 97467 dated October 29, 1954
Between State of Oregon, Highway Commission and
Southern Pacific Company

G.M.O. 57707

WEEKLY REPORT SUMMARY NO. 36 Week Ending April 30, 1955

NOTHING TO REPORT

RECEIVED
JUN 22 1956
FOR FILING

June 18, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering removal of deposit at Row River Bridge on the Coast Fork Willamette Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County, Contract No. 4186, in connection with Federal Aid Project No. I-PI-161 (22).

This work is necessary to remove deposit made at Row River Bridge by excessive water flow. Removal is necessary to prevent undermining bridge bent on the east side of the river. Work is to be done on Force Account basis.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

M. C. Williams
Deputy State Highway Engineer

DMP:ia

Encl.

RECEIVED
JUN 22 1956
FOR FILING

June 18, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering removal of deposit at Row River Bridge on the Coast Fork Willamette Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County, Contract No. 4186, in connection with Federal Aid Project No. I-PI-161 (22).

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DHP:ia

Encl.

RECEIVED
MAR 27 1956
FOR FILING

March 27, 1956

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to F. L. Somers & George R. Stacy Co. a portion of the funds heretofore retained by the Commission on contract No. 4186, covering the Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

This payment, in the amount of $30,479.30, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $22,721.65. The present payment will be released on or after April 6, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-125 DOM REVISED 2-52

RECEIVED
MAR 21 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

SALEM

March 15, 1956

Cross Referenced To:

RECEIVED
W. C. WILLIAMS
PLEASE RETURN TO
W. C. WILLIAMS

Alfred Adler
Route 2
Creswell, Oregon

Dear Mr. Adler:

By letter of December 12, 1955, to the State Highway Department you called attention to a pondage condition on your property which you claimed had resulted in $3,000 crop damage and was caused by a new drainage ditch adjacent to your property on Highway 99. Immediately following the initial contact with you on December 14th, a complete engineering field investigation was made, which included the preparation of maps and the taking of photographs and statements of witnesses.

Based upon the results obtained in this investigation, it is the opinion of the Legal Department that the Highway Commission is not responsible for the flooding of your land. Our findings indicate that the pond on your pasture is at the base of a natural drainage channel and that surface water has always drained there. They further show that the construction of the highway ditch did not alter the natural drainage pattern in this area. Any unusual pondage that may have occurred is undoubtedly due to the excessively heavy rains this winter.

The engineers who considered this matter believe that replacement of the drainage culvert under the county road next to the pond would provide an outlet for the water and improve the situation. Since this would involve a county road, any such arrangement would have to be worked out with the county court.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
JOHN C. McLEAN
Assistant Attorney

NOTED
L. H. Young

JCM:dm

W. C. Williams

NOTED
FORREST COOPER

REFERRED
TO Parker
FOR C W [illegible]

Mr. Williams Adler was advised along
this claim, but got the
affidavits, pictures, etc
that we need to
defend. Please have
Parker Jones to
write letter denying claim.
Ack

FORM E-00 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1955

SUBJECT: File No. 20490
Claim of Alfred Adler

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

In compliance with your request of December 22nd, I have reviewed the file on Mr. Alfred Adler's claim for $3,000.00--this claim being based on crop damage and inundation allegedly due to a change in drainage effected by the Highway Commission's relocating the Coast-Fork Divide Section of the Pacific Highway near Creswell, Oregon.

I agree with the recommendation of Assistant Construction Engineer Young and Division Engineer Edwards that Adler be advised to request the Lane County Court to improve the drainage over the county road where the pondage occurs.

As respects the question of whether the Commission should pay some or all of the $3,000.00 claim, the answer depends upon the provable facts. Adler could recover in a legal action only for the amount of damage he could prove was caused by the Commission's alteration of the natural drainage pattern in the course of relocating the highway. In order to make a case he would have to show three things: (1) that the existing pondage exceeds the normal pondage of prior, comparable years; (2) that the Highway Commission had altered the natural drainage pattern so that more surface and/or subsurface water flowed into his field after the alteration than before; and (3) that this increased flowage is due to new areas being drained into the field, or to surface drainage of water that formerly passed below the surface, rather than to more efficient drainage of areas that had formerly drained into the field. Aside from direct testimony on the first point, it is possible that the lack of an adequate drainage outlet from the pond would suffice to show that increased flowage into the pond would, of necessity, increase its size. As respects the second and third points, I note that Mr. Edwards' letter to Mr. Young states that it appears that "some" of the surface water falling between Stations 208 and 220 formerly flowed in natural drainage onto Adler's property and that the stream of subsurface drainage "may or may not" be in addition to that which originally obtained.

In order to decide on how much, if anything, we should offer by way of settlement, we would have to decide just how much damage Adler could prove. In this connection, the question of whether or not pondage occurred prior to the highway relocation is most important. Consequently, I would recommend that a written statement be obtained from Adler's neighbor who said that it did. Additional such statements would, of course, be desirable.

But even if it be determined that there was some sort of pond there before, it would not necessarily follow that the claim should be denied completely. If, as a consequence of the relocation, there was some increased flowage from new sources, we should anticipate the jury and assign a monetary value to the amount of damage caused by such increase. This figure, increased by the present value of like future damages (if any) that may be expected after the county court improves the drainage outlet across the county road, should be the basis of settlement negotiations for a release from past, present, and future damages from this cause.

It should perhaps be added that the fact that this opinion discusses the question of damages does not imply that any are due. Determination of that matter can be made only from the facts and from an evaluation of the engineering data, as to which no opinion is here intended.

C. W. ENFIELD
Chief Counsel

By John C. McLean
J. C. McLEAN
Assistant Attorney

JCM:bb

RECEIVED
DEC 23 1955
FOR FILING

Salem, Oregon
December 22, 1955

Claim for crop damage
by Alfred Adler

Mr. C. W. Enfield
Chief Counsel
O f f i c e

I hand you herewith a file, which I believe you will find self-explanatory, having reference to a claim made by Alfred Adler, of Creswell, Oregon concerning $3,000 crop damage. I will appreciate your reviewing Mr. Adler's claim, as well as reports of our engineers, Decker, Edwards and Young, and advising me of your opinion.

I wish to call your attention to the expediency in which this matter was handled, in that Mr. Adler's letter was written on December 12, received in this office on December 13, and the investigation and contact was made by our engineer, Decker, on December 14.

W. C. Williams
Deputy State Highway Engineer

WCW:me

Enclosure

cc Mr. R. H. Baldock

FORM EXO—50M—2-55—61956

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1955

SUBJECT: Coast Fork-Divide
Pacific Highway

«DF

To: Mr. W. C. Williams
Deputy State Highway Engineer

O F F I C E

L

Reference is made to your Assignment No. 6276 regarding the complaint of Alfred Adler in which he claimed thirty acres of crop damage due to inundation of his land and diverting of extra water to his land.

Resident Engineer Decker contacted Mr. Adler and took a series of five pictures illustrating the drainage situation in the vicinity of the Kuni Overcrossing in which vicinity Mr. Adler lives. These pictures are keyed to a sketch map which shows both the surface and sub-surface drainage in this vicinity. The contour sketch map also shows very clearly the drainage pattern of this property.

The facts, as sifted from Edwards's and Decker's reports are as follows:

1. The drainage follows the original pattern of the country.

2. The pondage that occurred adjacent to the county road and about 3,000 feet easterly is a fairly normal occurrence as witnessed by statements from Mr. Adler's neighbors.

3. At the time of Decker's contact with Mr. Adler, there was only three-tenths of an acre inundated.

4. Photographs 2 and 4 do not show a large volume of water being discharged from the pipe or being carried in the drainage ditch which was apparently constructed by the owner at some previous time.

5. Indications are that no more water runs over this land than was tributary to it before.

6. The land has undoubtedly profited by the highway cut and drainage system by providing for a drawdown in the water content of the adjacent land.

7. Damages amounting to $3,000 are unsubstantiated.

Division Engineer Edwards recommends that Mr. Adler seek relief from the Lane County court with respect to lowering and cleaning of the drainage

over the county road where this pondage occurs. In this I concur.

He also recommends Mr. Adler be paid the sum of $250 to cover the cleaning and deepening of the existing drainage between the frontal road and crossing over the county road. I do not agree with this. I do not believe that we should accept responsibility as this was a natural drainage as witnessed by the contour map submitted herewith.

Copy of Edwards's and Decker's reports are submitted herewith for your information along with pictures referred to.

L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

RECEIVED
DEC 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RETURNED TO
FORREST COOPER
By Construction Engineer

FORM E-30X—50,000—10-54—79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 20, 1955

SUBJECT: File No. 20490
Rodman and Adler,
Drainage Investigation

To: L. H. Young
Ass't. Construction Engineer
Salem, Oregon

L

Reply is made to your letter of December 14th concerning the complaint of Mr. Alfred Adler concerning drainage from the Kuni road cut on the Coast Fork-Divide Section.

I attach hereto an onion skin tracing of the 1" 200' scale aerial topog map and a series of 5 photos showing the conditions existing on the Adler property. I have shown surface drainage in green and subsurface drainage from the tile drain placed in the Kuni road cut in red. The drainage is shown schematically without regard to scale. I have also shown by numbered positions and azimuth arrows the point from which the photos were taken and the directions of view. The Kuni road cut slopes to the north. The surface drainage from the highway ditches and from the right of way area is intersected at Station 208 and flows easterly from the main roadbed and thence northerly between the main and the frontal roads to Station 191. The balance of the surface drainage in the Kuni road cut is interrupted at Station 192, flows through the frontal road at Station 191 and thence easterly on Adler property about three-tenths mile from which point it flows northerly over a County Road. The subsurface drainage splits at about Station 227 and flows northerly in the drain tile placed in the westerly ditch of the cut to Station 192 and thence across the main highway and frontal roads and easterly across the Adler property.

From the foregoing and from the map, it appears that some ofthe surface water falling between Station 208 and 220 and all of the surface water falling between 192 and 208 originally flowed in natural drainage onto the Adler property and concentrated opposite Station 193 as is now the case.

The testimony of Mr. Adlers neighbor, as indicated in Deckers' letter attached, indicates that flooding was always prevalent in this area. The perforated pipe installed in the cut picks up and delivers a concentrated stream of subsurface drainage to this point which may or may not be in addition to that which originally obtained.

The pictures taken indicate that a drain ditch was in existence prior to construction of the new facility. It further appears that the area now covered by water, even if the flooding was all due to concentration of the subsurface drainage, is not of such area and extent as to substantiate a $3,000. damage claim.

I would recommend that the following steps be taken:

(1) Mr. Adler seek relief from Lane Count with respect to lowering and cleaning of the drainage over the County Road, approximately three-tenths mile easterly of Station 188.

(2) That when such relief is secured, Mr. Adler be paid the sum of $250. to cover the cleaning and deepening of the existing drainage between the frontal road and the crossing over the County Road.

Tom Edwards
Division Engineer

TE/ds
encl.

RECEIVED
DEC 21 1955
OFFICE OF
CONSTRUCTION ENGINEER

C
O
P
Y

FORM E-30X—50,000—10-54—79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Cottage Grove, Oregon
December 14, 1955

SUBJECT: File No. 20490
Rodman and Adler
Drainage Investigation

To: Tom Edwards, Division Engineer
Roseburg, Oregon

In the company of James E. Chaney, I, on this day, investigated the complaint of Mr. Adler, property owner, that new highway construction had caused flooding of his pasture to the left, or easterly from Station 189 to 200 on the Goshen-Coast Fork Section of the Pacific Highway.

Upon arrival at the site Mr. Adler was not at home. His employee, Mr. Taber, took us to the point of ponding in the pasture, which was approximately 0.4 miles east of the Adler house, and adjacent to the County Road which runs easterly from station 188+50. At this time the ponded area comprised no more than one quarter of an acre, and the maximum depth of ponding was approximately 6 inches against the County Road fence. Poor drainage along the County road was evident at this point.

After taking Mr. Taber home, Mr. Adler appeared and made the following statements:-

1. - That the fill over the frontage road left of 191 had created a dam which caused excess water to flow into his pasture. That the water did not flow over the road but came close to doing so.

2. - That no water had ever ponded in the pasture before.

3. - Damages, quoted from memory, were as follows: Fertilizer $1,000.00, Seed $85.00, Plank Bridge $80.00. Since he also stated that this was the first day on his feet for 8 weeks because of illness, he was not questioned further.

An observation of the general lay of the land in this vicinity makes it difficult to accept Mr. Adler's statements 1 and 2. 18 inch pipes under the frontage road at stations 191 and 207+28 were placed in the natural drainage channels with flow to the east. The pipe at 207+28 shows very little evidence of any flow. Before the pipe at 191 would flow to capacity the water would overflow to the west into the main roadway cut. There was no evidence of this.

The new main line roadway cut would intercept and carry to the north a considerable amount of drainage water that would naturally flow to the east into Mr. Adler's pasture. Tile drain installed from the Dale Kuni road north to discharge into the Camas Swale area has very considerably helped the ground water problem in this area.

Testimony of a neighbor to the east of the Adler place stated that water had always ponded in the pasture area, due to it's location and poor drainage at the Co. Road near the northeast corner.

Pictures of the area have been taken as follows:-

No. 1 from Dale Kuni Road overcrossing looking northeasterly along general drainage lines.

No. 2 from frontage road looking southeasterly and showing east end of 18" pipe at frontage road station 191+00.

No. 3 from pasture looking northwesterly and showing close up of east end of pipe at frontage road station 191+00

No. 4 from Co. Rd. approx. 0.4 miles east of Adler house and looking southwesterly over ponded area and ditch flowing northeaterly thru pasture.

No. 5 from pasture, looking northwesterly toward Co. Rd. and showing ponded area.

A tracing of the aerial topog showing alignment and contours in this area before construction is inclosed herewith.

G. L. Decker
Res. Engr.

gld
encl

Emerald Dragon

Alfred Adler
R.7 -
Merrill Oregon

• DEC • 55

Alfred Adler
R 2 -
Creswell. Ore

ASSIGNMENT

Date: 12-14-55 No. 6276 By WCW

Description: **Letter dated 12-12-55 from Alfred Adler, Route 2, Creswell, claiming damages for flooding of his field by drainage ditch on new Highway 99.**

Acknowledged by____ Referred to COOPER ✓

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 12-22-55 Report Received_____

Dec. 12, 1955

Amount

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

to notify you of
crop damage
by a drainage
on Highway 99.
please advise me
Come and straigh
e. or what shall
this has cost me a
crop damage of at least $3000.

I must someone could co
at once while the water is stand
on the fields and he can see fo
himself what damage - I have suffe

very truly yours.

Alfred Adler
Rt 2-
Creswell Ore

Dec. 12, 1925

State Highway Department
Salem, Oregon.

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen -

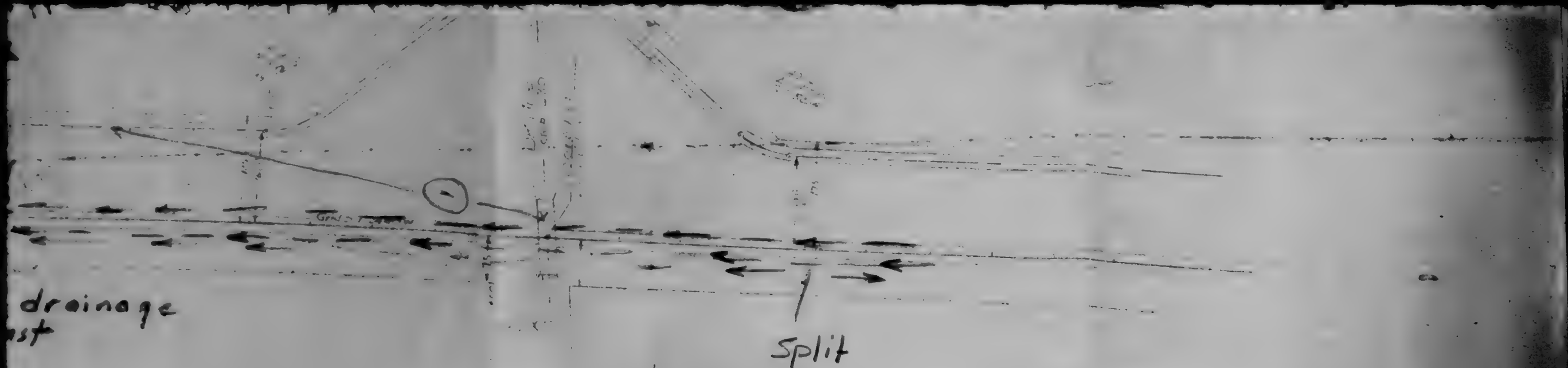
I would like to notify you of about 3c acres crop damage on my field caused by a drainage ditch on the new Highway 99.

Will you please advise me if someone will come and straighten this out with me, or what steps I do about it. This has cost me a crop damage of at least $300.

I wish someone could come at once while the water is standing on the fields and he can see for himself of what damage I have suffered.

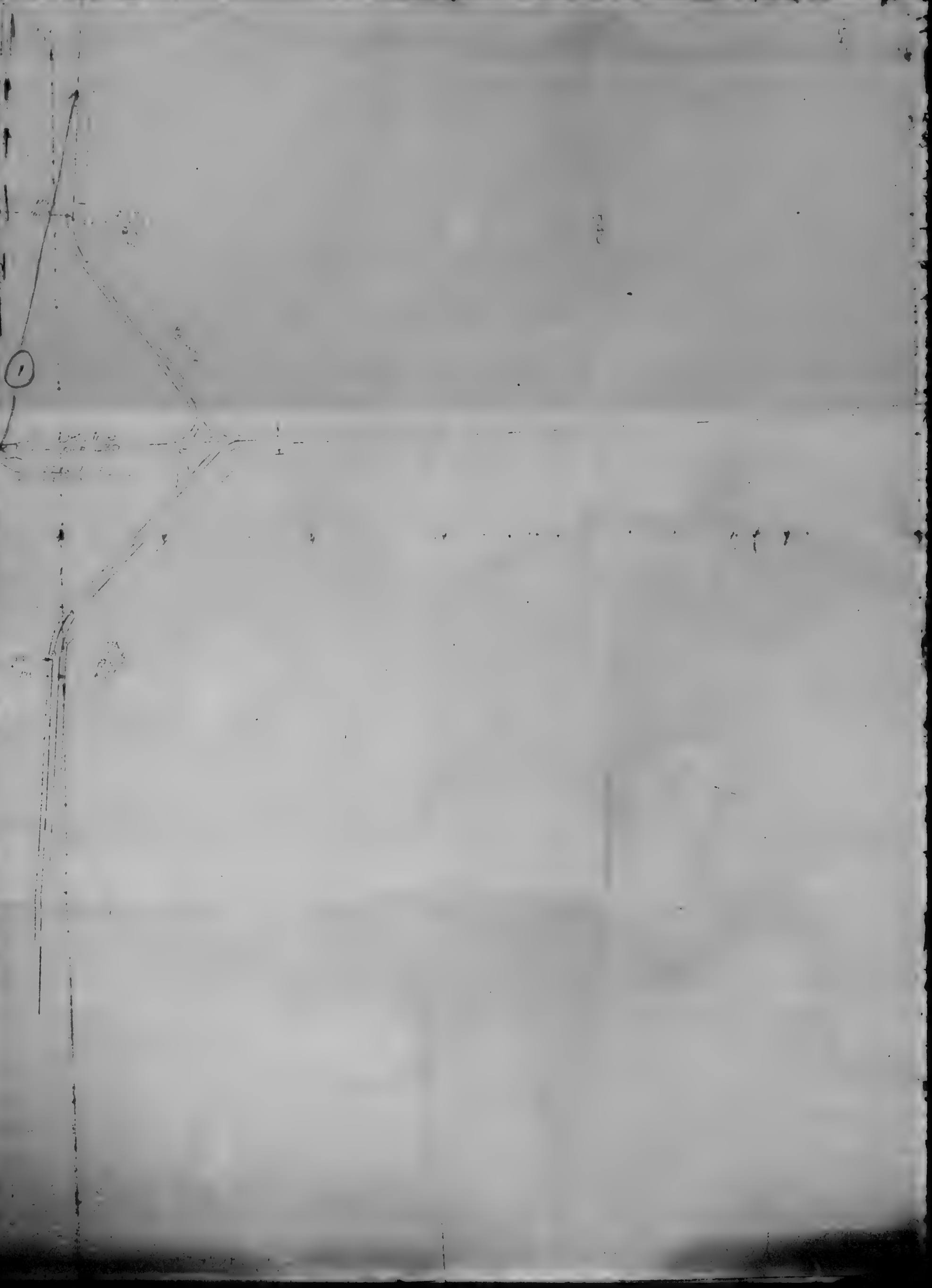
Very truly yours.

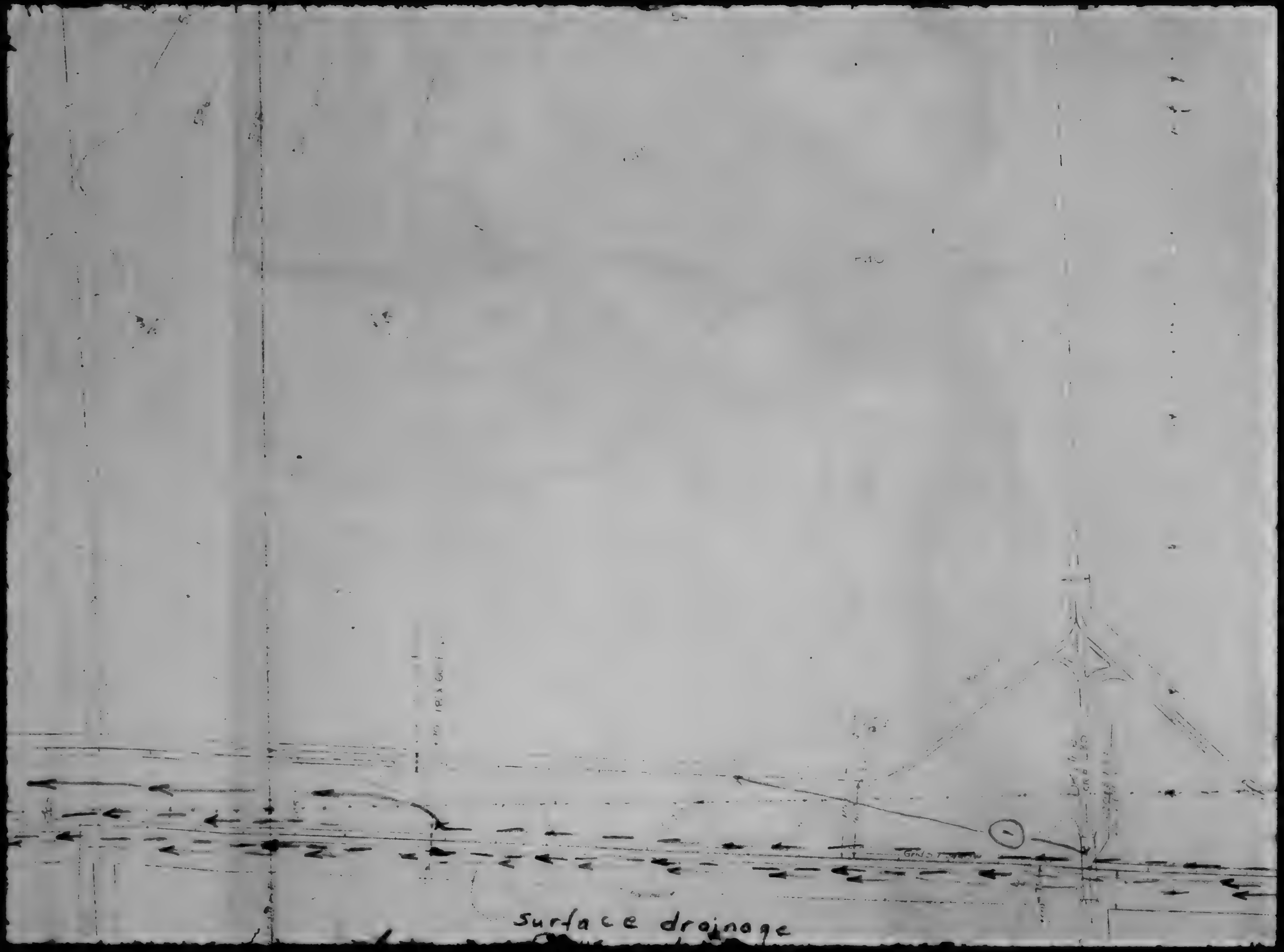
Alfred Adler
R#2 -
Creswell Oregon



SCALE 1" - 200'

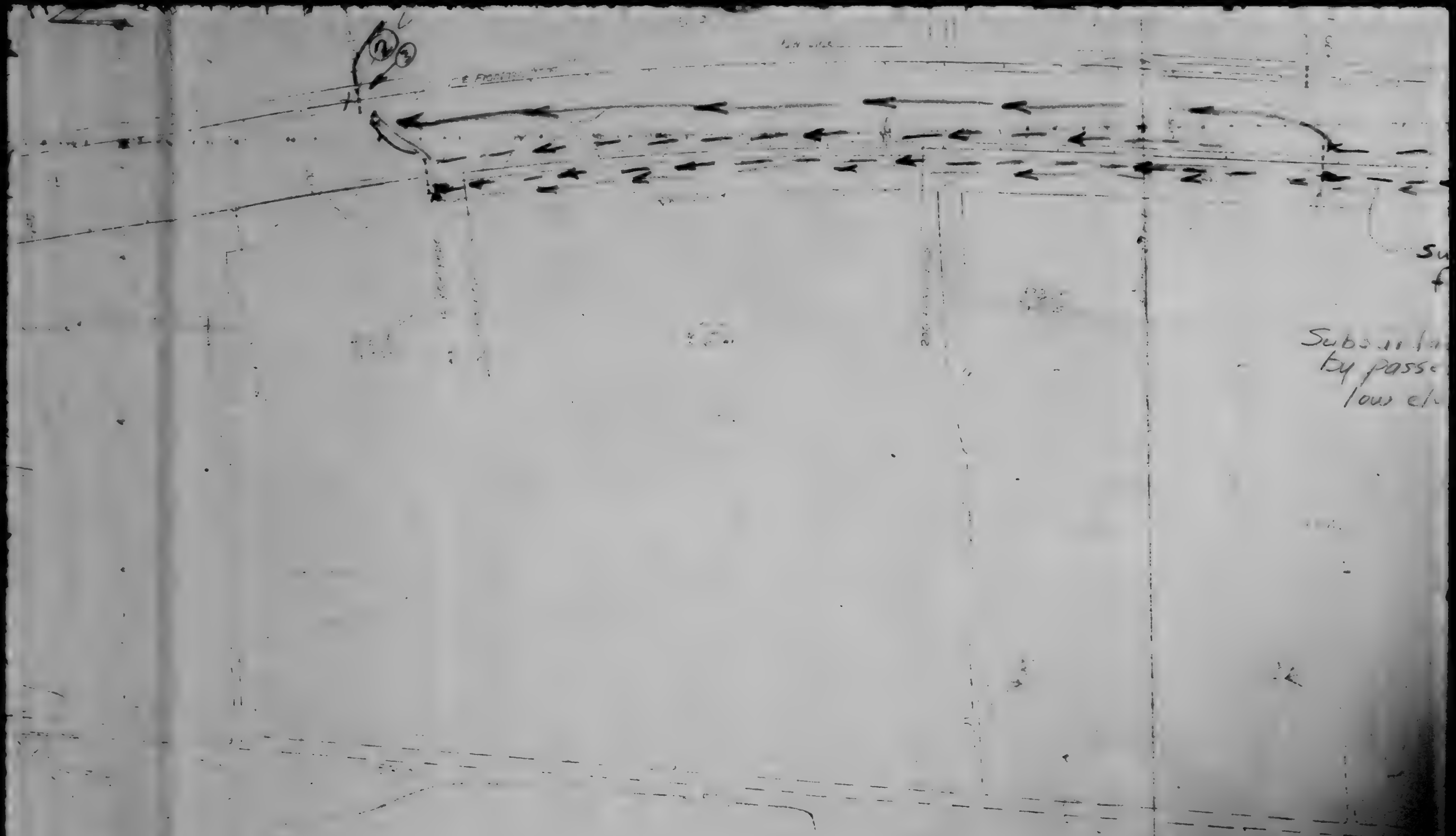
GOSHEN - COAST FORK WILLAMETTE RIVER UN
GOSHEN - DIVIDE SECTION
PACIFIC HIGHWAY
Sketch showing alignment and contours th
Adler property (former Rodman) statio
L-188+50 to L-201 Scale 1"=200'




surface drainage

Surface drainage flows east

Subsurface flow passes under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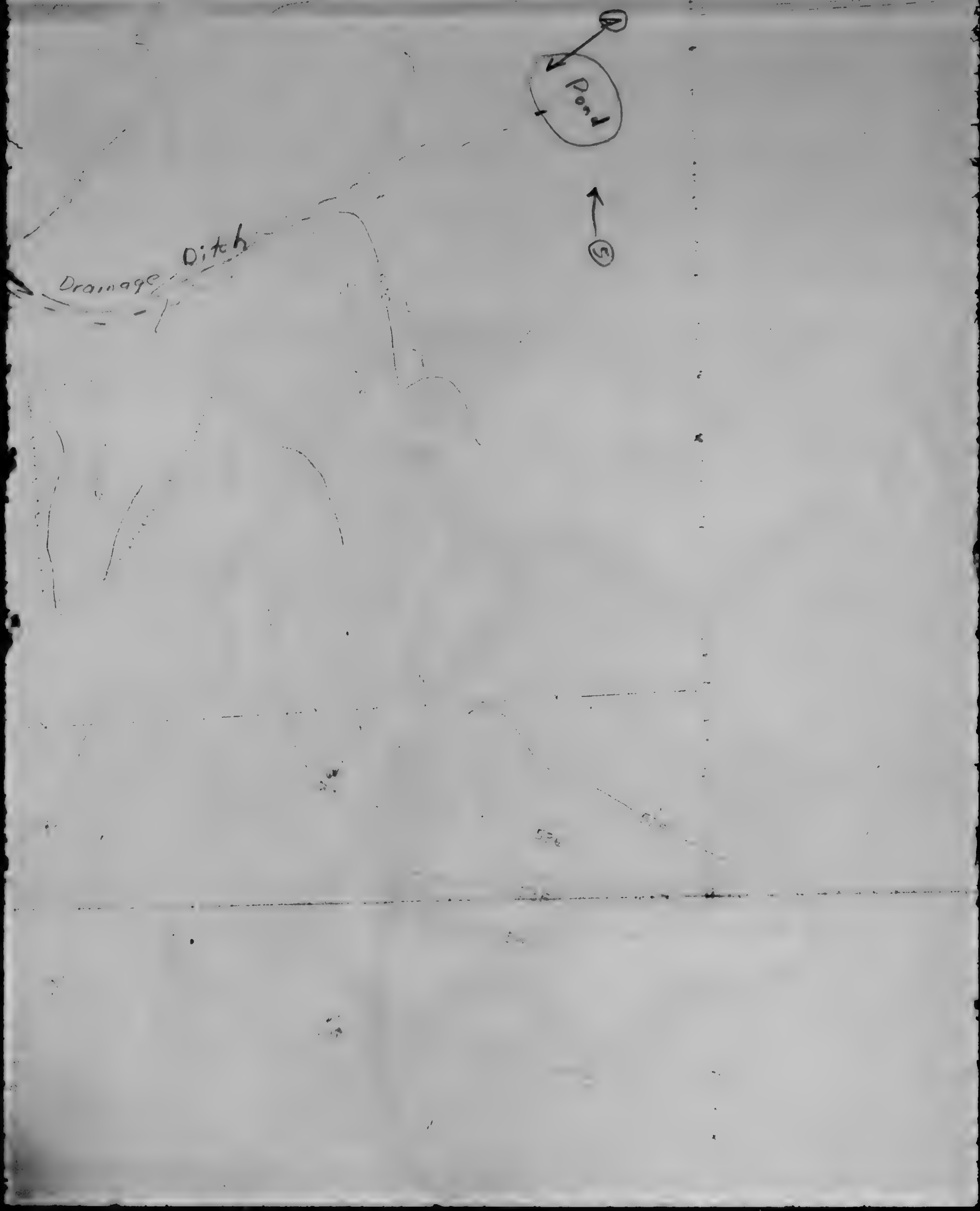
Drainage Ditch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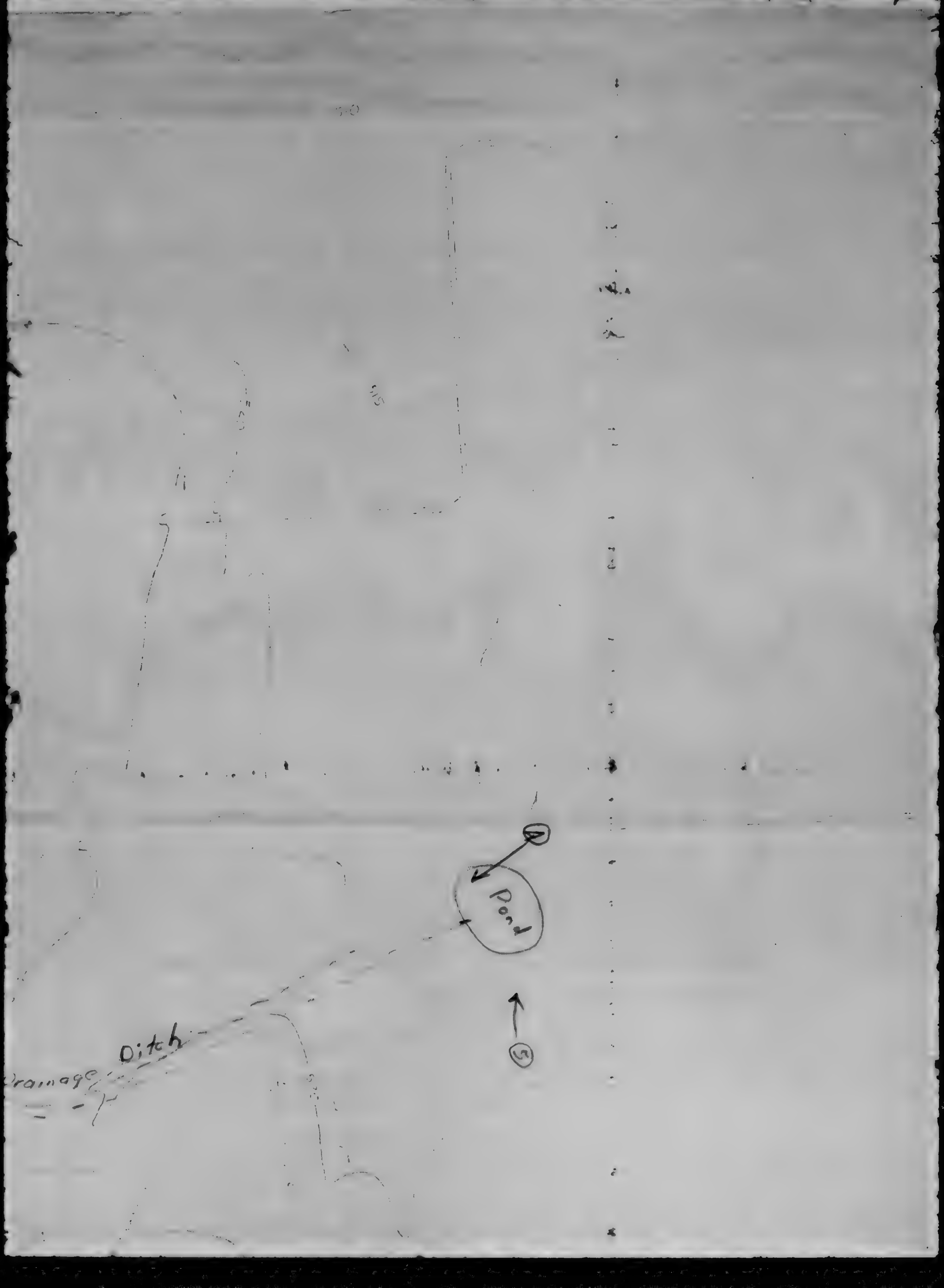
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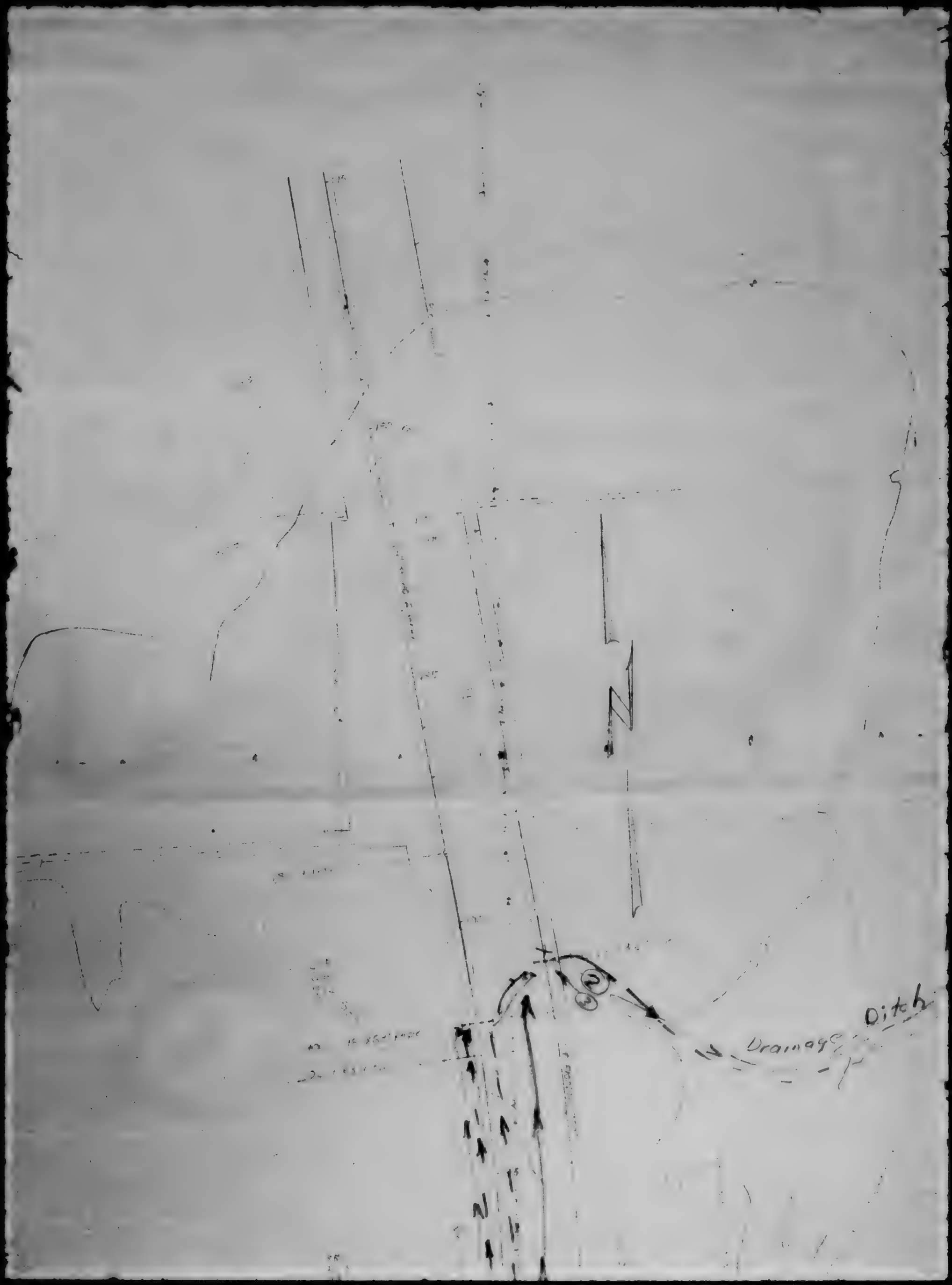
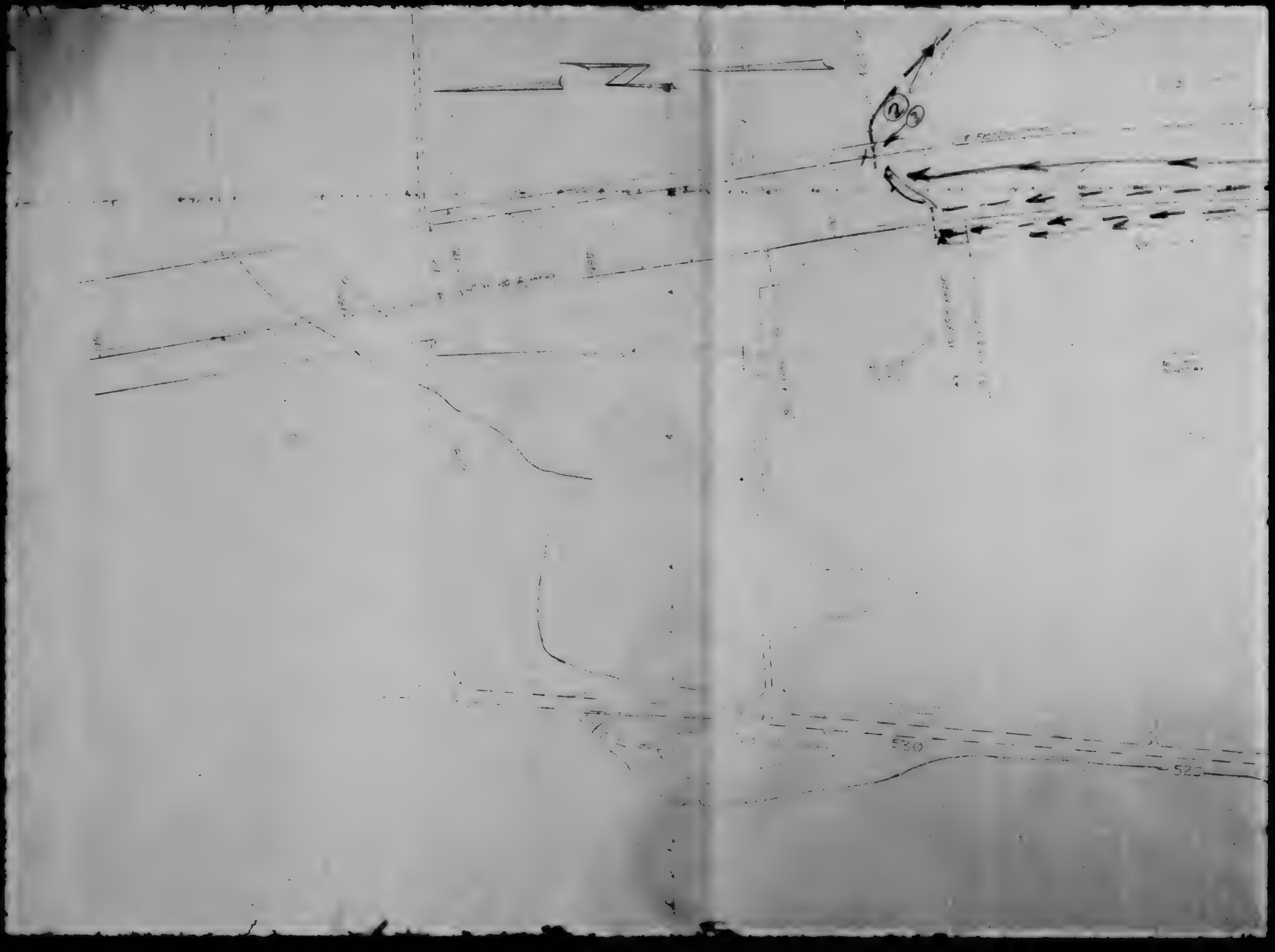

Ditch
Drainage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RECEIVED
FEB 27 1956
FOR FILING

file

VICTOR S. RISLEY CO. · *General Insurance*

808 BOARD OF TRADE BUILDING
TELEPHONE: CAPITOL 8-9301
RESIDENCE: CHERRY 4-3855
PORTLAND, OREGON

I I I - 1 6 1 / 2 2 /
4186

February 21, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 4186
F. L. Somers and George A. Stacy Co.

Gentlemen:

Consent of the surety is hereby given to reduce the amount of the retained percentage under the above captioned contract from seven and one-half (7½%) percent to three (3%) percent and that the sum released be paid to the contractors.

CONTINENTAL CASUALTY COMPANY

by Victor S. Risley
Victor S. Risley
Attorney-in-Fact

cc Mr. Tom Edwards, Roseburg
Mr. Forest Cooper, Salem

NOTED
FLOYD QUERY

REFERRED TO
BY SECRETARY

RECEIVED
FEB 23 1956
OREGON
STATE HIGHWAY COMMISSION

Aetna · WORLD · CENTURY · STANDARD
Aetna INSURANCE GROUP
HARTFORD · CONNECTICUT

S-55-530

L-7701

RECEIVED
FEB 16 1956
FOR FILING

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
E. J. G. ALLEN
VALUATION ENGINEER

January 30, 1956

File: 911/323

4/56

SUBJECT: Divide, Oregon - Relocate Wye Track

Cont. 4-56

Mr. G. S. Paxson
Bridge Engineer
Oregon Highway Commission
Salem, Oregon

Dear Sir:

* Attached are three copies of Weekly Report Summaries Nos. 53 to 82 inclusive and Supplement No. 1 of Weekly Report Summaries Nos. 47 & 48 inclusive, one of which is supported by duplicates of Daily and Weekly Reports on Form L-7702.

These reports are in support of a final bill to be rendered covering the force account work done according to terms of Agreement Audit No. 97467 dated October 29, 1954.

Very truly yours,

W. M. Jaekle
C. R. Tinkler

* Encls.

RECEIVED
FEB 7 - 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
FEB 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Diversion Location Dunsmuir Oregon G.M.O. No. 57707

Gang Extra "27" Report No. _____ Daily or Week Ending July 19 55

Supplemental Report

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Equipment Operator						2CS	412	870	3	2.00	19.80
						610	418	7161	8	1.75	28.00
	Motor Car				2						

Total Labor _____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

RECEIVED
MAR 17 1955
FOR FILING

I-FI-161 (22)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The Subcontract between Somers & Stacy and Durbin Brothers, covering Items 2, 3, 4, 5, 6, 8, 9, and 16 to 19, inclusive, between Stations 442 and 585 on the Coast Fork-Divide Contract No. 4186, Oregon I-FI-161(22), is approved and you may so inform the interested parties.

Four copies of the Subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:jv
Encl.
cc: W. C. Williams
2 - C. G. Polk

W.C. Williams

RECEIVED
FOR FILING

FORM E-30X—50,000—10-54—7848

I-17-161(22)
4186

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 30, 1954

SUBJECT: Coast Fork-Divide
Pacific Highway
Contract No. 4186

To: H. C. Smith
Construction Engineer

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith billing from the City of Cottage Grove for their cost in moving water mains in the City of Cottage Grove on the Coast Fork-Divide Section, Contract No. 4186, in the amount of $11,765.43. State Force Work Order in like amount is also attached.

Upon advice of Mr. W. C. Williams the city officials were contacted on December 28th, 1954 and agreement was reached wherein the original billing was adjusted as follows:

1. It was agreed to reduce the length of 14" C.I.P. from 1215 feet to 1107 feet which made a saving of $666.91.

2. Credit for Material salvaged was raised from $677.35 to $1033.75 which made a saving of $356.40.

These two changes caused a reduction of the bill in the amount of $1023.31.

We had been advised that any request for a betterment factor which would reduce the billing would not be approved by the city officials.

Present adjustment was consumated at a meeting with Mr. J. S. Crepeau, present Mayor; Mr. Hill, new Mayor; Mr. L. W. Coiner, City Engineer; and a Mr. McMillan.

A copy of the original billing is attached for comparison. I recommend approval of the revised bill.

Very truly yours,

For Edwards
Division Engineer

By
F. D. Morgan,
Ass't Division Engineer

FDM:/ds
encls.
cc: W. C. Williams

RECEIVED
FOR FILING

1-F1-1 1-22
4/11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1954

RAILROAD COMPANIES
FILE No. 941

SUBJECT: File 21493- Southern Pacific Co.
Agreement - Wye tracks, Divide

To: Mr. W. C. Williams ✓
Mr. H. G. Smith (3)
Mr. Tom Edwards (2)

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you multilithed copies of agreement with Southern Pacific Company covering the construction of Wye tracks at Divide.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs.

RECEIVED
NOV 16 19

FORM E-188 SOM REVISED 2-53

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 8, 1954

NOTED
W. C. WILLIAMS

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

File 21493-Wye tracks, Divide
Goshen-Divide Section
Pacific Highway, Lane County

Dear Mr. Hopkins:

Herewith I hand you original and duplicate counterparts of proposed agreement with Southern Pacific Company relative to relocation of Wye track and exchange of properties at Divide, both copies of which instrument have been executed by the State Highway Commission.

It is hoped that with the return of these executed copies to you that Southern Pacific Company will now be in a position to proceed with the work to be done by your company, or at least to make provision for securing the necessary materials.

It is anticipated that after execution by Southern Pacific Company that one fully executed copy will be returned to this office. In returning the executed copy of the agreement it is requested that you send us 12 copies of your Drawing E-77, revised August 12, 1954.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 2

cc: Mr. W. C. Williams ✓
Mr. H. G. Smith
Mr. Tom Edwards

RECEIVED
MAY 6 1955
FOR FILING

Salem, Oregon
November 4, 1954

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Attached hereto for further handling are two copies of an agreement with the Southern Pacific Company re change of location of the existing wye track of the Southern Pacific Company on the revised location of the Pacific Highway between Cottage Grove and Divide. These copies have been executed by the Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

Please return one fully executed copy of the above agreement to this office for the Commission's files.

Secretary

FH
Attach: 2

2-17-55 agreement to H. Clendenegu 2-11-55 sm
Telecon 4-13-55

FORM 830—SOM—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1954

SUBJECT: File 21493 - Southern Pacific Co.
Wye tracks-Divide
Goshen-Divide Section
Pacific Highway, Lane County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
O F F I C E

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission form of agreement with Southern Pacific Company covering the change of location in the existing wye track of Southern Pacific Company on the revised location of Pacific Highway between Cottage Grove and Divide.

After execution by the State Highway Commission, please return both copies direct to me for further handling.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 2

This agreement is made necessary in the prosecution of Contract 4186 awarded to Somers and Stacy for grading the Coast Fork-Willamette River unit of the Goshen-Divide section of the Pacific Hwy in Lane Co. Contract was awarded May 14, 1954 & is scheduled for completion July 31, 1955.

H. B. Glaisyer
Secty

RECEIVED
FOR FILING

NOTED
W. C. WILLIAMS

November 1, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Mr. F. L. Somers
P.O. Box 938
Klamath Falls, Oregon

Dear Mr. Somers:

I have been advised that you have never received a bill from me for the use of my water truck and that there was an agreement to settle for $100.00.

I billed you several times for $300.00, and I am enclosing another bill for same.

You have never contacted me personally about any settlement. The woman from your office has contacted Mr. Lawson who has no authority to change my billings or make any agreements for me. Furthermore, Mr. Lawson advised me he told the party contacting him that you would have to discuss any differences of opinion with me personally.

Very truly yours,

Ned Putnam

NP/jp

cc: R. H. Baldock
State Highway Department
Salem, Oregon

NOTED
CORRECT COPY

RECEIVED
OCT 26 1954
FOR FILING

I-5-T-1(23)
4186
5426

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25th, 1954

SUBJECT:

COPY

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

In regard to Assignment #426, I hand you herewith letter from Mr. Young explaining that Mr. Morse was in error in stating that the contractors had damaged the road, but Young does point out that one of the roads is a private road over which we have no right to route traffic. Therefore, he considers it advisable to construct a frontage road parallel to the highway between stations 896 and 914.

This seems to be the most reasonable solution, and, therefore, I request your approval.

Very truly yours,

(sgd) H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR
Encl.

Original returned to Mr. Smith with notation:

APPROVED

(sgd) W. C. Williams
Deputy State Highway Engineer

Date 10-26-54

/ Mr. Young's letter to Mr. [illegible] and sent to Mr. Smith

ASSIGNMENT

Date: October 6, 1954 No. 5436 By Lucie

Description: Letter and map from P. M. Morse, County Surveyor of Lane County, Eugene, dated 10-6-54 in regard to a misunderstanding about a roadway in Section 8, Township 21 South, Range 3 W.

Acknowledged by____ Referred to H. G. Smith

- X Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr._____
- __ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 10-26-54 Report Received_____

EUGENE, OREGON

October 6, 1954.

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

eer,

to be some misunderstanding about
8, Township 21 South, Range 3
on attached sheets 17 & 18 of the
lit of new Pacific Highway. This section has been just a neighborhood roadway and never improved in any way.

We believe the State should improve at least the part shown in red as it is the only outlet for some 22 families cut off by the construction of the new Pacific Highway. Mr. Norberg, County Engineer, or myself would be glad to look this over on the ground with some one from your staff at any time.

Contractors equipment is using both sections and not leaving them in very good shape for local use.

By Order of the County Commissioners,

P. M. Morse

P. M. Morse,
County Surveyor

PMM:v
Enc.

RECEIVED
OCT 7 1954

LANE COUNTY

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS McBAIN, CHIEF TAX DEPUTY

EUGENE, OREGON

October 6, 1954.

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

There seems to be some misunderstanding about a roadway in Section 8, Township 21 South, Range 3 West, shown in red on attached sheets 17 & 18 of the Coast Fork Divide Unit of new Pacific Highway. This section has been just a neighborhood roadway and never improved in any way.

We believe the State should improve at least the part shown in red as it is the only outlet for some 22 families cut off by the construction of the new Pacific Highway. Mr. Norberg, County Engineer, or myself would be glad to look this over on the ground with some one from your staff at any time.

Contractors equipment is using both sections and not leaving them in very good shape for local use.

By Order of the County Commissioners,

P. M. Morse

P. M. Morse,
County Surveyor

PMM:v
Enc.

. 3 W, W.M.

COAST FORK WILLAMETTE RIVER-DIVIDE UNIT
GOSHEN-DIVIDE SECTION
PACIFIC HIGHWAY
LANE COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-FI-16(22)		See Index

Co Rd 1266

Road No 4

Fr Rd. 400
Const. Appr

Const Frontage Road

R/W Line

Install Metal Guard Rail 53'

Const 0-11 Oil Mat Surface

Install Metal Guard Rail 28'

Install Metal Guard Rail 28'

Const Frontage Road

R/W Line

Const 0-11 Oil Mat Surface

County Road No 1266

400
Const. Appr Lt

Install Metal Guard Rail Lt - 53'

Install Metal Guard Rail Rt - 28'

Install Metal Guard Rail Lt - 28'

Install Metal Guard Rail Rt - 28'

Finished Grade - 12' Rt.

+0.60'

℄ Subgrade

680

700

915

920

925

S.O.M. 550,320 Cu Yd S/Q

L.O.M. 32,130 Cu Yd S/Q

For end of bracket see Sheet 15

T. 81 S., R. 3 W., W.M.

TE RIVER-
DE SECTION
GHWAY
UNTY

PROJECT NUMBER	FISCAL YEAR
I-FI-161(22)	

900 Ft. R.

S 61°42'30" W

147
147 | 148

Remove Exist. Structure
Install 72"C.M.P. Culvert
18 Gage Structure

Sec. 5
Sec. 8

FRONTAGE ROAD PROFILE
(150'Lt. - Sta 914 - 923+80)

Finished Grade

Subgrade

FR EXC 185
FR FMD 133

FR EXC 163
FR FMD 188

2.1%

1400 V.C.

-1.5%

EMD 83.382

See Sheet 18

895

900

905

RECEI

FOR FI

FORM S-1127 (REVISED-1)

WILLAMETTE RIVER-DIVIDE UNIT
SOSSEN-DIVIDE SECTION
PACIFIC HIGHWAY
LANE COUNTY

FED. AID PROJ. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
	OREGON	I-FI-161(22)	

(Under Separate Contract)
Const R.C.D.G. Grade Separation Structure - 188'
Roadway width - 30'

Const Frontage Road

Const 0-11 Oil Mat Surface

R/W Line

55 Rad

Remove Exist. Structure
Install 72"C.M.P. 188'
18 Gage Structure

Exist 96"-CMP

Exist 84"-CMP

WOODARD'S DAM

FORK

COAST

WOODARD LOGGING ROAD — COUNTY ROAD — LATHAM Co Rd No 1258

147
147 | 148

Sec 8

Sec 5

900 Ft

Sec 8

Sec 5

Sta 472.18

Key Screw in 22"FF
Sta. 883+00 : 170.22

Sta 743.00
(Under Separate Contract)
Const R.C.D.G. Grade Separation
Structure 188'
Roadway width - 30'

Remove Exist. Structure (Cl. 1 Conc.)
Install 72"-C.M.P. 188' Structure
Sta. Elev. 35
(72" Round Equiv. 188')
Skewed 0°-0'-0"

2.12%

1900 V.C.

Subgrade

Extreme H.W. El. 687.7

Elev 716.70

Elev 722.63

Sta. Sheet 1A

890

895

900

FRONTA
(1504')

CAP. 60

EX.
AR.

915

RECEIVED

COAST FORK WILLAMETTE RIVER—BRIDGE UNIT
GOSHEN-DIVIDE SECTION
PACIFIC HIGHWAY
LANE COUNTY

FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-FI-161(22)	

(Under Separate Contract)
Const R C D B Grade Separation Structure - 88'
Roadway width 30'

(Under Separate Contract)
Const R C D B. Bridge Structure 225'
Roadway width 30'

Const Frontage Road

Const 0-11 Oil Mat Surface

S 63° 42' 30" W.

N. LINE MARTIN D.L.C.
S. LINE CHAPIN D.L.C.

N. LINE BECHNER D.L.C.
E. LINE MARTIN D.L.C.

RIVER

WILLAMETTE

FORK

COAST

WOODARD'S DAM

Sec 8
Sec 5

Remove Exist Structure
18 Gage Structure

Remove Exist Structure (CT & Eng)
Install 72" C.M.P.
18 Gage Structure

Install 24" Pipe - 144'

Install 24" Pipe - 44'
Sp. Exc. 20 Cu. Yd.

Woodard Loop Road

Zaitha Rd No 1258 County Road

Finished Grade - 18' R'

Subgrade

Existing H.W. El. 677.7

H.W. El. 667.7

Sta. 872.14

Elev. 688.00 ± Proj. Ground Line

Sta. 889.00 ± Proj. Ground Line

Elev. 771.07 ± Proj. Ground Line

Sta. 889.00 ± Proj. Ground Line

Elev. 771.07 ± Proj. Ground Line

Sta. 872.14

Elev. 771.27 ± Proj. Ground Line

Sta. 889.00 ± Proj. Ground Line

Elev. 771.07

RECEIVED

T. 21 S., R. 3 W., W.M.

Sec 4

Sec 5

N Line

N LINE BECKNER D.L.C.
S LINE CURRIN D.L.C.

W LINE BECKNER D.L.C.
E LINE MARTIN D.L.C.

RIVER

150'

165'

860

885

875

870

S 63° 42' 30" W.

75'

100'

N LINE MAL
S LINE CHA

1° 15' C.R.
T.S. 2088.45

872+80.79 P.C.S.

500' Spiral
S 3° 07' 30"
a 0.25

877+80.79 P.T.

W LINE CURRIN D.L.C.
E LINE CHADIN D.L.C.

139 Install 24" Pipe - 144' -

FRONTAGE ROAD PROFILE
(150' Lt. Sta. 870 : 885+90)

Finished Grade

Subgrade

Exc. 167
Emb. 148

870

885

Finished Grade -12% L.T.

Finished Grade -12% R.T.

Install 24" Pipe - 44'
Sr. Exc. 20 Cu. Yd.

2200 V.C.

100

400 Yd. Sta.

Emb. 4373

SAH 436750 Yd. Sta.

10H 20.434 C. Yd. Sta.

Emb. 492 2/2

870

875

885

RECEIVED

T. 21 S., R. 3 W., W.M.

N LINE BECKNER DLC
S LINE CURRIN DLC

W LINE BECKNER DLC
E LINE MARTIN DLC

Sec 4

Sec 5

R/W Line

R/W Line

150'

86.5'

75'

870

875

880

1° 15' C R
Ta 43° 41' 30"
Ta 2088.45'

872+80.79 PC S.

500' Spiral
S 3° 07' 30"
a 025

877+20.27 PT

877+80.79 PT

W LINE CURRIN DLC
E LINE CHADIN DLC

28" Install 24" Pipe - 144'

FRONTAGE ROAD PROFILE
(150' Lt - Sta. 880 : 882+00)

-0.4

-0.45

Finished Grade

Subgrade

Exc. 167
Emb. 148

670

690

695

Finished Grade -12' Lt.

-1.48

2200' V.C.

670

100

320 3/4 RCP 16

STA. 880 EXC. 885

STA. 882 EMB. 373

STA. 880 EXC. 367.50 YD. EXC.

STA. 882 EMB. 373

LOH 20.484 C YD. EXC.

865

870

875

PLATE 6 - CROSS

FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
DATE
BY

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
DATE
BY

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

1-11-54

41c6

134

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 21, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTE
W. C. WILLIAMS

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

File 21493 - Wye tracks, Divide
Goshen-Divide Section
Pacific Highway, Lane County

Dear Mr. Hopkins:

We have forwarded to the Commission for execution at the meeting to be held on October 28th and 29th form of agreement relative to relocation of your wye track on the revised location of the Pacific Highway between Cottage Grove and Divide.

This agreement is being presented to the Commission with the understanding that at the tail of the wye track stops will be installed instead of a bumper so as to permit the movement of large farm equipment.

For use in distribution of the agreement in this Department, it is requested that you furnish us with 8 additional copies of your Drawing E-77, which is made a part of the agreement.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. H. G. Smith
Mr. Tom Edwards
Mr. C. W. Enfield
Mr. G. E. Rohde

RSL

FORM E-123 BGM REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 6, 1954

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

NOTED
W. C. WILLIAMS

File 21493 - Wye tracks, Divide
Goshen-Divide Section
Pacific Highway, Lane County

Dear Mr. Hopkins:

Receipt is acknowledged of your letter of the 3rd with reference to agreement in connection with change of your wye tracks at Divide.

When these agreements were left in the office by Mr. Bartlett they were handed to Mr. R. L. Porter, Right of Way Engineer, for examination before being presented to the Highway Commission for execution. It appears that there has been some mutual misunderstanding as to the area to be conveyed to Southern Pacific Company for the new location of the wye, and I now am advised that Mr. Bartlett was in the office yesterday and discussed the situation with Mr. Porter and that the instruments were taken by Mr. Bartlett for correction of the land description.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams
Mr. Forrest Cooper

RL

FORM E-30 25M 8-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
July 23, 1954

SUBJECT:

To:

File 21493 - Southern Pacific Co.
Goshen-Divide Section
Pacific Highway, Lane County

MEMORANDUM TO FILE:

During the morning of Friday, July 23, 1954, I discussed by long distance telephone with Mr. Frank Bartlett of Southern Pacific Company the status of agreement covering railroad encroachments on the Coast Fork Willamette River-Divide Unit of the Goshen-Divide Section of the revised location of the Pacific Highway in Lane County.

Mr. Bartlett advised me that the forms of the agreement returned to him on June 17th for correction had been referred to San Francisco and that the Portland file shows that the objections of the Commission to securing an order from the Public Utilities Commissioner and the objection to the clause providing for the execution of an agreement between the contractor and the railroad had been approved and that these requirements will be eliminated from the revised draft.

Mr. Bartlett stated further, however, that Southern Pacific Company would not agree to furnish title insurance at its cost covering the property to be conveyed by the railroad to the State. Mr. Williams had previously advised me that a prompt agreement upon the terms of the easement agreement and the prompt execution thereof is vitally essential in order to avoid delays in the construction of the project and, with this view in mind, I requested Mr. Bartlett to telegraph San Francisco that the Highway Commission would bear the cost of the premium on such title insurance. He stated that he would send such a wire and also would request a prompt return of the agreement forms so that they can be presented to the State Highway Commission for execution with as little delay as possible.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams

RSL

FORM S-123 OSH REVISED 5-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 17, 1954

Mr. L. R. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. Frank Bartlett

File 21493-Wye tracks, Divide
Goshen-Divide Section
Pacific Highway, Lane County

Dear Mr. Bartlett:

In accordance with long distance telephone conversation yesterday afternoon between yourself, Mr. R. L. Porter, and the writer, there are returned herewith original and first carbon copy of proposed easement agreement covering change in location of your existing wye tracks affected by the construction of the Coast Fork-Willamette River-Divide Unit of the Goshen-Divide Section of the Pacific Highway, your file GMO 57707. The third copy which you sent is being retained in our files for future comparison purposes. As a result of the conversation the following comments are made:

Paragraph 1 on page 1 states that the State shall secure necessary permission and authority from the Public Utilities Commissioner for the making of the change. In view of the fact that the removal of the existing wye track and the re-establishment of an alternate facility will not eliminate any existing railroad-highway crossing nor involve any new such crossing, the Public Utilities Commissioner will not have any jurisdiction. The paragraph probably is harmless, but in order to avoid any future misconception it is suggested that the paragraph be eliminated.

Mr. Porter discussed with you at some length the matter of salvage referred to in paragraph 5 on pages 3 and 4, and I understand that this paragraph, as well as paragraph 4 on page 3, is not in accord with the previous conception that Mr. Porter had. The paragraphs as written are satisfactory.

Paragraph 6 on page 4 provides for the execution of an agreement between the contractor and the railroad which will involve the furnishing of proof of the contractor's policies and the furnishing of a protective policy to railroad. In calling for bids no such insurance is provided for in the special provisions, and if such insurance is to be furnished it will necessitate the State making reimbursement to the contractor covering the premiums involved. In view of the fact that the encroachment on railroad right of way will only be for the purpose of doing some very minor grading for the wye tracks, none of which work will be

RLP

above the elevation of your rails, it would appear reasonable that the requirements for insurance be eliminated. The agreement provides for reimbursement to railroad for watchmen, flagmen, inspectors and representatives, and I am advised that it will be satisfactory to agree that none of the contractor's operations be carried on within your railroad right of way limits except at such times as you may have representatives present to protect the safety of your railroad operations.

Paragraph 10 on page 7 would appear to obligate the State Highway Commission to pay the premiums for title insurance policies on both the property to be conveyed by State to Railroad and the property to be conveyed by Railroad to State. In this connection I wish to call your attention to a letter written by Mr. R. L. Porter to Mr. L. P. Hopkins, directed to your attention, a portion of which reads as follows:

> "The conveyance covering the area of the new wye can be made by Bargain and Sale Deed together with title insurance if you so desire. The State expects the same type of conveyance and title insurance on the area we seek to acquire from the Railroad Company."

Mr. Porter advises me that the State will pay the title insurance premium on the property to be conveyed to Railroad, but he feels that the Railroad should pay the premium on the property to be conveyed to State.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
encs. 2
cc: Mr. [illegible]. C. Williams
Mr. Forrest Cooper
Mr. R. L. Porter

ASSIGNMENT

Date: June 10, 1954 **No.** 5134 **By** WCW

Description: Letter dated June 9, 1954 from Southern Pacific Company, L. P. Hopkins, to which is attached counterpart and proposed agreement covering relocation of their wye track at Goshen.

Acknowledged by____ **Referred to** SMITH

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

- -
- -
- -
- -

Remarks: Please check on engineering features and pass on to Enfield for legal. EXPEDITE.

Executed _____ **Report Received** _____

S-2000

lic Company

LAND 9, OREGON

IN REPLY PLEASE REFER TO

954 5107

PLEASE RETURN TO
W. C. WILLIAMS

[illegible]

[illegible] Engineer

[illegible] covering relocation of [illegible] State Highway [illegible] County [illegible] Line County.

[illegible] public [illegible] counterparts [illegible] proposed [illegible] Pacific [illegible] order acting by [illegible] Highway Commission [illegible] relocation of [illegible] wye track [illegible] Southern Pacific Company at Goshen.

[illegible] will [illegible] please review [illegible] and if [illegible] order it to the Highway Commission for their signatures retaining [illegible] counterparts [illegible] us for further [illegible]. [illegible] execution of this agreement is [illegible] necessary.

Yours truly,

L P Hopkins jrs

NOTED
W. C. WILLIAMS

RECEIVED
JUN 10 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RL

S-52-12M

S-2000

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

June 7, 1954 — File 5770?

L. P. HOPKINS
SUPERINTENDENT

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

Dear Sir:

Please refer to previous correspondence relative to Oregon State Highway Department taking line change between Divide and Dodson in Linn County.

Herewith we are submitting counterparts and one extra copy of proposed agreement between the Southern Pacific Company and the State of Oregon acting by and through its State Highway Commission covering the relocation of the wye track west of the Southern Pacific Company at Divide.

NOTED
W. C. WILLIAMS

Will you please review and if found in order submit to the Highway Commission for their signatures returning duplicate counterparts to us for further handling. The extra copy of this agreement is for your files.

Yours truly,

L P Hopkins

RECEIVED
JUN 10 1954
OFFICE OF
STATE HIGHWAY ENGINEER

A4.62

RHL

Form PR 2 (Revised 1950)

1454

State Oregon

Federal Aid Interstate and Primary Project No. I-PI-161(22)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd and 8th days of December, 1953, a program which was approved on the 4th day of January, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 17th day of March, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred eighty-three thousand and 00/100

dollars ($483,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 10—11279-5

RL

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 447+88.18 in the NE 1/4, Section 35, T. 19 S., R. 3 W., W.M., and survey station 1056+80 in the SE 1/4, Section 11, T. 21 S., R. 4 W., W.M., except Stations 463+00 - 464+20, 527+65 - 529+95, 555+60 - 556+40, 663+58 - 664+38, 676+50 - 678+50, 685+80 - 689+10, 721+70 - 722+70, 739+14.88 - 740+34.88, 747+75 - 749+25, 769+15 - 770+15, 792+55 - 793+75, 886+05 - 886+30, 889+58.89 - 891+46.89, and 994+55 - 995+35,

, length 11.438 miles, in Lane County, being Oregon Federal Aid / Interstate and Primary project No. I-PI-161(22), consisting of 11.438 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred eighty-three thousand and 00/100 dollars ($483,000.00), which does not exceed the authorized Federal pro rata share of seven hundred seventy-nine thousand, four hundred fifty-five and 60/100 dollars ($779,455.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Bureau of Public Roads.

A4.62

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

OCT 13 1954
RECEIVED
OCT 7 1954
DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. I-PI-161 (22)

COAST FORK WILLAMETTE RIVER-DIVIDE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 6, 1954

OUTSIDE CITY LIMITS OF COTTAGE GROVE

Type Code 0010
Roadway (Sta. 447+88.18 to Sta. 792+55)(Sta. 799+39 to Sta. 1056+80)(Contract No. 4186)

All Required				$
2,270	cu. yds.	Clearing and Grubbing (98%)		$ 48,020.00
410,600	cu. yds.	Structural Excavation, Unclassified	3.00	6,810.00
806,000	cu. yds.	Borrow Excavation, Unclassified	0.23	140,438.00
5,818,000	yds. sta.	General Excavation, Unclassified	0.24	193,440.00
238,000	C-yds. sta.	Short Overhaul	0.005	29,090.00
2,400	cu. yds.	Long Overhaul	0.40	95,200.00
11.33	miles	Rock Slope Protection	1.90	3,600.00
14,000	lin. ft.	Finishing Roadbed and Slopes	800.00	9,064.00
130	lin. ft.	Spending Outbanks	0.15	2,100.00
60	lin. ft.	60-inch Corrugated Metal Pipe	28.00	3,640.00
150	lin. ft.	72-inch Corrugated Metal Pipe	34.00	2,040.00
100	lin. ft.	72-inch, 8 Gage, Corrugated Metal Pipe	37.00	5,550.00
1,000	lin. ft.	84-inch Corrugated Metal Pipe	44.00	4,400.00
200	cu. yds.	6-inch Perforated Metal Pipe	2.00	2,000.00
1,460	lin. ft.	3/8" - 0 Backfill in Drains	4.00	800.00
4,500	lin. ft.	12-inch Concrete Pipe	1.75	2,555.00
2,190	lin. ft.	18-inch Concrete Pipe	3.40	15,300.00
700	lin. ft.	24-inch Concrete Pipe	4.30	9,675.00
110	lin. ft.	36-inch Concrete Pipe	8.00	5,600.00
100	lin. ft.	48-inch Concrete Pipe	14.00	1,540.00
70	lin. ft.	12-inch Sewer Pipe	2.00	200.00
600	cu. yds.	Salvaging Culvert Pipe	2.00	140.00
88,000	lbs.	Class "A" Concrete	49.00	29,400.00
4	only	Metal Reinforcement	0.11	9,680.00
60	cu. yds.	Concrete Catch Basins	70.00	280.00
630	lin. ft.	Concrete Curbs	42.00	2,520.00
14	only	Metal Guard Rail	3.00	1,890.00
32,200	cu. yds.	Corrugated Metal Sight Posts	5.00	70.00
6,260	cu. yds.	Selected Roadbed Topping	1.10	35,420.00
4,470	M-gals.	3/4" - 0 Material in Leveling Course and Shoulders	2.45	15,337.00
2,570	cu. yds.	Sprinkling	2.00	8,940.00
188	tons	Furnishing and Placing Aggregates	3.00	7,710.00
		Furnishing and Placing 150-200 Asphalt	40.00	7,520.00

54 tons	Furnishing and Placing RS-1 Asphalt		$ 43.00	$ 2,408.00
		Subtotal		$702,377.00
		10% Engr. & Cont.		70,237.70
		Total		$772,614.70

Length of Roadway	11.333 miles	
Length of 16 Structures	0.379 mile	(Exceptions)
Total Length	11.712 miles	
Cost of Roadway per mile	$66,173.89	

INSIDE CITY LIMITS OF COTTAGE GROVE

Item Code 0010
Roadway (Sta. 792+55 to Sta. 799+20)(Contract No. 4186)

All Required				
130	cu. yds.	Clearing and Grubbing (2%)		$ 980.00
9,000	cu. yds.	Structural Excavation, Unclassified	$ 3.00	390.00
25,000	yd. sta.	General Excavation, Unclassified	0.24	2,160.00
0.11	mile	Short Overhaul	0.005	125.00
250	lin. ft.	Finishing Roadbed and Slopes	800.00	88.00
50	lin. ft.	18-inch Concrete Pipe	3.40	850.00
370	lin. ft.	24-inch Concrete Pipe	4.50	225.00
1	only	12-inch Sewer Pipe	2.00	740.00
200	cu. yds.	Concrete Catch Basins	70.00	70.00
40	cu. yds.	Selected Roadbed Topping	1.10	220.00
		3/4" - 0 Material in Leveling Course and Shoulders	2.45	98.00
30	M-gal.	Sprinkling	2.00	60.00
30	cu. yds.	Furnishing and Placing Aggregates	3.00	90.00
2	tons	Furnishing and Placing 150-200 Asphalt	40.00	80.00
1	ton	Furnishing and Placing RS-1 Asphalt	43.00	43.00
		Subtotal		$ 6,219.00
		10% Engr. & Cont.		621.90
				$ 6,840.90

Length of Roadway	0.105 mile
Length of Structures	0.023 mile
Total Length	0.128 mile
Cost of Roadway per mile	$65,151.42

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City Limits Roadway	$772,614.70	$478,761.00	$293,853.70

Inside City Limits			
Roadway	$ 6,840.90	$ 4,239.00	$ 2,601.90
	$779,455.60	$483,000.00	$296,455.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Total Cost Outside City	$772,614.70	$96,098.58	$676,516.12
Total Cost Inside City	6,840.90	850.88	5,990.02
	$779,455.60	$ 96,949.46	$682,506.14
Federal Funds Outside City	$478,761.00	$59,549.00	$419,212.00
Federal Funds Inside City	4,239.00	527.00	3,712.00
	$483,000.00	$60,076.00	$422,924.00
Length Outside City	11.333 miles	1.431 miles	9.902 miles
Length Inside City	0.105 mile	0.013 mile	0.092 mile
	11.438 miles	1.444 miles	9.994 miles

(6)

Oregon State Highway Department — Federal Aid Project No I-FI-161(22)

"Coast Fork Willamette River - Divide Section" of the Pacific Highway in Lane County.

([illegible] as a [illegible] project.
[illegible] project.)

[illegible] July 1954

"Outside City Limits of Cottage Grove"

Type Code 0210

Grading (Sta 4+74+88.18 to sta 792+55)(sta 799+30 to sta 1056+80)
(Contract 4150)

[illegible]	[illegible]	[illegible] (98%)		$ 48,020.00
[illegible]	[illegible]	[illegible]	$ 3.00	6,810.00
2,270 Cu yds	[illegible]	"	0.23	140,438.00
610,600 " "	Borrow	"	0.24	193,440.00
806,000 " "	[illegible]	"	0.005	29,090.00
5,818,000 Cu yds	[illegible]		0.40	95.200.00
238,000 Cu yds	[illegible]		1.50	3,600.00
2400 Sq yds	Rock slope protection		800.00	9,064.00
11.33 " "	[illegible]		0.15	2,100.00
14,000 Lin Ft	[illegible]		28.00	3,640.00
130 " "	60 [illegible]	"	34.00	2,040.00
60 " "	72 [illegible]	"	37.00	3,550.00
150 " "	72 " [illegible]	"		

100	Lin. Ft.	8" x [illegible]	44.00	4,400.00
1,000	" "	6" [illegible]	2.00	2,000.00
200	[illegible]	[illegible]	4.00	800.00
1460	Lin. Ft.	12 [illegible]	1.75	2,555.00
4,500	" "	18 " "	3.40	15,300.00
2,150	" "	24 " "	4.50	9,675.00
700	" "	36 " "	8.00	5,600.00
110	" "	48 " "	14.00	1,540.00
100	" "	12 Inch [illegible]	2.00	200.00
70	" "	[illegible]	2.00	140.00
600	[illegible]	[illegible]	49.00	29,400.00
88,000	[illegible]	[illegible]	0.11	9,680.00
4	Ea.	[illegible]	70.00	280.00
60	Each	[illegible]	42.00	2,520.00
630	Lin. Ft.	[illegible]	3.00	1,890.00
14	Ea.	[illegible]	5.00	70.00
32,200	[illegible]	[illegible]	1.10	35,420.00
6,260	[illegible]	[illegible]	2.45	15,337.00
[illegible]	[illegible]	[illegible]	2.00	8,940.00
2,570	[illegible]	[illegible]	3.00	7,710.00
188	Tons	" " " 150-200 [illegible]	40.00	7,520.00
36	Tons	" " " [illegible]	43.00	2,408.00

[illegible]	$ 702,377.00
10% [illegible]	70,237.70
	$ 772,614.70

[illegible] Canada 11.333 Miles

Less [illegible] 18 Streams 0.379 Miles (Exceptions)

Total Length 11.712 Miles

[illegible] Area Miles # 60,173.89

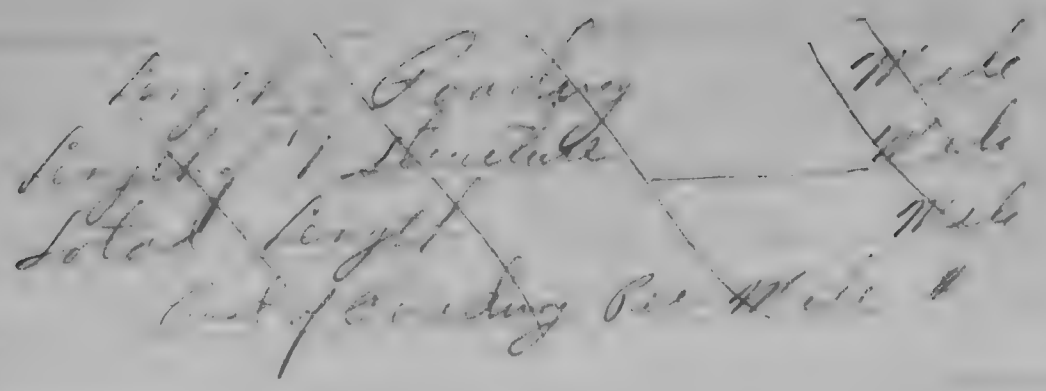
Inside City Limits of College Grove

Type Code C010

Grading (Sta 792+55 to Sta 799+30) (Gr. Pl. No 4186)

4	Days	[illegible]		$ 980.00
130	Cu. Yds.	Solid Rock Excavation	$ 3.00	390.00
9,000	" "	Earth "	0.24	2,160.00
25,000	Sq. Ft.	[illegible]	0.005	125.00
0.11	Mile	Finishing Grading and Dressing	800.00	88.00
250	Lin. Ft.	18" [illegible]	3.40	850.00
50	" "	24" " "	4.50	225.00
370	" "	12" [illegible]	2.00	740.00
1	Lump	[illegible]	70.00	70.00
200	Cu. Yds.	Solid Rock Excavation	1.10	220.00
40	Cu. Yds.	[illegible]	2.45	98.00
30	Wood	spikes	2.00	60.00
30	Each	[illegible]	3.00	90.00
2	Tons	" " " 150-200 Asph.	40.00	80.00
1	Tons	" " " Oil	43.00	43.00
				$ 6,219.00
		10% [illegible]		621.90
		Total		$ 6,840.90

Length of Grading 0.105 Mile
Length of Steel 0.023 "
Total Length 0.128 "
Cost of Grading Per Mile $ 65,151.42



Outside City limits			
Paving	$ 772,614.70	$ 478,761.00	$ 293,853.70
Inside City limits			
Paving	6,840.90	4,239.00	2,601.90
	$ 779,455.60	$ 483,000.00	$ 296,455.60

State Funds For Const. Chap 175, Laws 1917; Chap 31, Laws 1930; Chap 529, Laws 1939

State Funds For Maint. Chap 529, Laws 1939

(6)

	Total	Primary Portion	Outside Portion
Total Paid Outside City	$ 772,[illegible].00	$ [illegible].58	$ 676,516.12
Total Paid Inside City	6,840.20	850.89	5 990.07
	$ 779,455.60	$ 96 949.47	682,506.19
Federal Funds Outside City	$ 478,[illegible].00	$ 59,[illegible].00	$ 419,212.00
Federal Funds Inside City	4 250.00	527.00	3 712.00
	483,000.00	$ 60 076.00	$ 422 924.00
Length outside City	11.333 miles	1.431 miles	9.902 miles
Length inside City	0.105 "	0.013 "	0.092 "
	11.438 "	1.444 "	9.994 "

Oregon State Highway Department

Federal Aid Project
No. I-FI-161 (22)

COAST FORK WILLAMETTE RIVER-DIVIDE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 15, 1954

OUTSIDE CITY LIMITS OF COTTAGE GROVE

Type Code 0010
Roadway (Sta. 447+93 to Sta. 792+55) (Sta. 799+30 to Sta. 1056+80)

All Required		Clearing and Grubbing (98%)		$ 49,000.00
2,270	cu. yds.	Structural Excavation, Unclassified	$ 2.50	5,675.00
610,600	cu. yds.	Borrow Excavation, Unclassified	0.24	146,544.00
806,000	cu. yds.	General Excavation, Unclassified	0.30	241,800.00
5,818,000	yd. sta.	Short Overhaul	0.01	58,180.00
238,000	C-yd. sta.	Long Overhaul	0.35	83,300.00
11.33	miles	Finishing Roadbed and Slopes	700.00	7,931.00
14,000	lin. ft.	Rounding Cutbanks	0.15	2,100.00
130	lin. ft.	60-inch Corrugated Metal Pipe	30.00	3,900.00
60	lin. ft.	72-inch Corrugated Metal Pipe	35.00	2,100.00
150	lin. ft.	72-inch, 8 Gage, Corrugated Metal Pipe	40.00	6,000.00
100	lin. ft.	84-inch Corrugated Metal Pipe	45.00	4,500.00
1,000	lin. ft.	6-inch Perforated Metal Pipe	2.00	2,000.00
200	cu. yds.	3/8" - 0 Backfill in Drains	5.00	1,000.00
1,460	lin. ft.	12-inch Concrete Pipe	2.00	2,920.00
4,500	lin. ft.	18-inch Concrete Pipe	3.25	14,625.00
2,150	lin. ft.	24-inch Concrete Pipe	4.50	9,675.00
700	lin. ft.	36-inch Concrete Pipe	9.00	6,300.00
110	lin. ft.	48-inch Concrete Pipe	14.00	1,540.00
100	lin. ft.	12-inch Sewer Pipe	1.75	175.00
70	lin. ft.	Salvaging Culvert Pipe	2.00	140.00
600	cu. yds.	Class "A" Concrete	55.00	33,000.00
88,000	lbs.	Metal Reinforcement	0.12	10,560.00
4	only	Concrete Catch Basins	75.00	300.00
60	cu. yds.	Concrete Curbs	45.00	2,700.00
630	lin. ft.	Metal Guard Rail	3.00	1,890.00
14	only	Corrugated Metal Sight Posts	3.50	49.00
32,200	cu. yds.	Selected Roadbed Topping	0.85	27,370.00
6,260	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.75	17,215.00
4,470	M-gals.	Sprinkling	2.50	11,175.00

Oregon State Highway Department

Federal Aid Project
No. I-FI-161 (22)

COAST FORK WILLAMETTE RIVER-DIVIDE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 15, 1954

OUTSIDE CITY LIMITS OF COTTAGE GROVE

Type Code 0010
Roadway (Sta. 447+93 to Sta. 792+55) (Sta. 799+30 to Sta. 1056+80)

		Clearing and Grubbing (98%)			$ 49,000.00
All Required					
2,270	cu. yds.	Structural Excavation, Unclassified	$ 2.50	5,675.00
610,600	cu. yds.	Borrow Excavation, Unclassified	0.24	146,544.00
806,000	cu. yds.	General Excavation, Unclassified	0.30	241,800.00
5,818,000	yd. sta.	Short Overhaul	0.01	58,180.00
238,000	C-yd. sta.	Long Overhaul	0.35	83,300.00
11.33	miles	Finishing Roadbed and Slopes	700.00	7,931.00
14,000	lin. ft.	Rounding Cutbanks	0.15	2,100.00
130	lin. ft.	60-inch Corrugated Metal Pipe	30.00	3,900.00
60	lin. ft.	72-inch Corrugated Metal Pipe	35.00	2,100.00
150	lin. ft.	72-inch, 8 Gage, Corrugated Metal Pipe	40.00	6,000.00
100	lin. ft.	84-inch Corrugated Metal Pipe	45.00	4,500.00
1,000	lin. ft.	6-inch Perforated Metal Pipe	2.00	2,000.00
200	cu. yds.	3/8" - 0 Backfill in Drains	5.00	1,000.00
1,460	lin. ft.	12-inch Concrete Pipe	2.00	2,920.00
4,500	lin. ft.	18-inch Concrete Pipe	3.25	14,625.00
2,150	lin. ft.	24-inch Concrete Pipe	4.50	9,675.00
700	lin. ft.	36-inch Concrete Pipe	9.00	6,300.00
110	lin. ft.	48-inch Concrete Pipe	14.00	1,540.00
100	lin. ft.	12-inch Sewer Pipe	1.75	175.00
70	lin. ft.	Salvaging Culvert Pipe	2.00	140.00
600	cu. yds.	Class "A" Concrete	55.00	33,000.00
88,000	lbs.	Metal Reinforcement	0.12	10,560.00
4	only	Concrete Catch Basins	75.00	300.00
60	cu. yds.	Concrete Curbs	45.00	2,700.00
630	lin. ft.	Metal Guard Rail	3.00	1,890.00
14	only	Corrugated Metal Sight Posts	3.50	49.00
32,200	cu. yds.	Selected Roadbed Topping	0.85	27,370.00
6,260	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.75	17,215.00
4,470	M-gals.	Sprinkling	2.50	11,175.00

2,570	cu. yds.	Furnishing and Placing Aggregates	$ 3.75	$ 9,637.50
188	tons	Furnishing and Placing 150-200 Asphalt	42.00	7,896.00
56	tons	Furnishing and Placing RS-1 Asphalt	45.00	2,520.00
		Subtotal		$773,717.50
		10% Engr. & Cont.		77,371.75
		Total		$851,089.25

Length of Roadway	11.333 Miles
Length of 18 Structures	0.379 Mile (Exceptions)
Total Length	11.712 Miles
Cost of Roadway per Mile	$75,098.31

INSIDE CITY LIMITS OF COTTAGE GROVE

Type Code 0010
Roadway (Sta. 792+55 to Sta. 799+30)

All Required		Clearing and Grubbing (2%)		$ 1,000.00
130	cu. yds.	Structural Excavation, Unclassified	$ 2.50	325.00
9,000	cu. yds.	General Excavation, Unclassified	0.30	2,700.00
25,000	yd. sta.	Short Overhaul	0.01	250.00
0.11	mile	Finishing Roadbed and Slopes	700.00	77.00
250	lin. ft.	18-inch Concrete Pipe	3.25	812.50
50	lin. ft.	24-inch Concrete Pipe	4.50	225.00
370	lin. ft.	12-inch Sewer Pipe	1.75	647.50
1	only	Concrete Catch Basins	75.00	75.00
200	cu. yds.	Selected Roadbed Topping	0.85	170.00
40	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.75	110.00
30	M-gal.	Sprinkling	2.50	75.00
30	cu. yds.	Furnishing and Placing Aggregates	3.75	112.50
2	tons	Furnishing and Placing 150-200 Asphalt	42.00	84.00
1	ton	Furnishing and Placing RS-1 Asphalt	45.00	45.00
		Subtotal		$ 6,708.50
		10% Engr. & Cont.		670.85
		Total		$ 7,379.35

Length of Roadway	0.105 Mile
Length of Structure	0.023 Mile
Total Length	0.128 Mile
Cost of Roadway per Mile	$70,279.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City Limits Roadway	$851,089.25	$527,427.00	$323,662.25
Inside City Limits Roadway	7,379.35	4,573.00	2,806.35
	$858,468.60	$532,000.00	$326,468.60

Class of Funds	Total Cost	Federal Funds	Length (Roadway)
Primary Funds	$177,502.84	$110,000.00	2.365
Interstate Funds	680,965.76	422,000.00	9.073
	$858,468.60	$532,000.00	11.438

Road [illegible]

[illegible] FI-1611(2)

[illegible]

[illegible]

4417+88.18

463+00 } = 1511.82 ✓

464+20 } Ba = 129.00 ✓

527+65 } = 1045.00 ✓

529+95 } Ba = 230.00 ✓

555+60 } = 2565.00

556+40 } Ba = 80.00 ✓

663+58 } = 10,718.00

664+38 } Ba = 80.00 ✓

676+50 } = 1212.00

678+50 } Ba = 200.00 ✓

685+80 } = 730.00

689+10 } Ba = 330.00 ✓

721+70 } = 3260.00

722+70 } Ba = 100.00 ✓

739+14.88 } = 1644.88

740+34.88 } Ba = 120.00 ✓

747+75 } = 740.12

749+25 } Ba = 150.00 ✓

769+15 } = 1990.00

770+15 } Ba = 100.00 ✓

792+55 } = 2340.00

799+30 } Ba = 675.00 ✓

838+75.03 } = 3921.03

838+96.79 } Ba = 22.00 ✓

886+05 } = 4708.21

888+30 } Ba = 225.00 ✓

888+30

897+38.87 } = 126.89

891+46.89 } Ba = 188.00 ✓

994+55 } = 10,306.11

99. +35 } Ba = 80.00 ✓

[illegible]-52.41 B = 7415.45

10[illegible]64.02 A

1056+80 } = 391.48

59,839.99 = 2003.00

59 839.99 11.33333

2003.00 0.37935

61,842.99 11.71268

Qd = 11.333

dl = 0.379

11.712

[illegible]

792+55

793+75 } Ba = 120.00 ✓

799+30 } = 555.00 ✓

555.00 ✓ 120.00 ✓

[illegible] = 555.00 ✓ = 0.10511 | 105

[illegible] = 120 ✓ = 0.02272 | 023

675.00 = 0.12783 | 128

[illegible] = 60,394.99 11.43844

Ba = 2,123.00 0.40208

Total 62,517.99 = 11.840

Oregon State Highway Department

Federal Aid Project
No. I-FI-161 (22)

COAST FORK WILLAMETTE RIVER-DIVIDE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; March 15, 1954

OUTSIDE CITY LIMITS OF COTTAGE GROVE

Type Code 0010
Roadway (Sta. 447+38.18 to Sta. 722+55) (Sta. 799+30 to Sta. 1056+80)

		Clearing and Grubbing (98%)			$ 49,000.00
All Required					
2,270	cu. yds.	Structural Excavation, Unclassified		$ 2.50	5,675.00
610,600	cu. yds.	Borrow Excavation, Unclassified		0.24	146,544.00
806,000	cu. yds.	General Excavation, Unclassified		0.30	241,800.00
5,818,000	yd. sta.	Short Overhaul		0.01	58,180.00
238,000	C-yd. sta.	Long Overhaul		0.35	83,300.00
2,400	cu. yds.	Rock Slope Protection		3.50	8,400.00
11.33	miles	Finishing Roadbed and Slopes		700.00	7,931.00
14,000	lin. ft.	Rounding Cutbanks		0.15	2,100.00
130	lin. ft.	60-inch Corrugated Metal Pipe		30.00	3,900.00
60	lin. ft.	72-inch Corrugated Metal Pipe		35.00	2,100.00
150	lin. ft.	72-inch, 8 Gage, Corrugated Metal Pipe		40.00	6,000.00
100	lin. ft.	84-inch Corrugated Metal Pipe		45.00	4,500.00
1,000	lin. ft.	6-inch Perforated Metal Pipe		2.00	2,000.00
200	cu. yds.	3/8" - 0 Backfill in Drains		5.00	1,000.00
1,460	lin. ft.	12-inch Concrete Pipe		2.00	2,920.00
4,500	lin. ft.	18-inch Concrete Pipe		3.25	14,625.00
2,150	lin. ft.	24-inch Concrete Pipe		4.50	9,675.00
700	lin. ft.	36-inch Concrete Pipe		9.00	6,300.00
110	lin. ft.	48-inch Concrete Pipe		14.00	1,540.00
100	lin. ft.	12-inch Sewer Pipe		1.75	175.00
70	lin. ft.	Salvaging Culvert Pipe		2.00	140.00
600	cu. yds.	Class "A" Concrete		55.00	33,000.00
88,000	lbs.	Metal Reinforcement		0.12	10,560.00
4	only	Concrete Catch Basins		75.00	300.00
60	cu. yds.	Concrete Curbs		45.00	2,700.00
630	lin. ft.	Metal Guard Rail		3.00	1,890.00
14	only	Corrugated Metal Sight Posts		3.50	49.00
32,200	cu. yds.	Selected Roadbed Topping		0.85	27,370.00
6,260	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders		2.75	17,215.00
4,470	M-gals.	Sprinkling		2.50	11,175.00

2,570	cu. yds.	Furnishing and Placing Aggregates	$ 3.75	$ 9,637.50
188	tons	Furnishing and Placing 150-200 Asphalt	42.00	7,896.00
56	tons	Furnishing and Placing RS-1 Asphalt	45.00	2,520.00
		Subtotal		$782,117.50
		10% Engr. & Cont.		78,211.75
		Total		$860,329.25

Length of Roadway	11.333 Miles
Length of 18 Structures	0.379 Mile (Exceptions)
Total Length	11.712 Miles
Cost of Roadway per Mile	$75,913.68

INSIDE CITY LIMITS OF COTTAGE GROVE

Type Code 0010
Roadway (Sta. 792+55 to Sta. 799+30)

All Required		Clearing and Grubbing (2%)		$ 1,000.00
130	cu. yds.	Structural Excavation, Unclassified	$ 2.50	325.00
9,000	cu. yds.	General Excavation, Unclassified	0.30	2,700.00
25,000	yd. sta.	Short Overhaul	0.01	250.00
0.11	mile	Finishing Roadbed and Slopes	700.00	77.00
250	lin. ft.	18-inch Concrete Pipe	3.25	812.50
50	lin. ft.	24-inch Concrete Pipe	4.50	225.00
370	lin. ft.	12-inch Sewer Pipe	1.75	647.50
1	only	Concrete Catch Basins	75.00	75.00
200	cu. yds.	Selected Roadbed Topping	0.85	170.00
40	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.75	110.00
30	M-gals.	Sprinkling	2.50	75.00
30	cu. yds.	Furnishing and Placing Aggregates	3.75	112.50
2	tons	Furnishing and Placing 150-200 Asphalt	42.00	84.00
1	tons	Furnishing and Placing RS-1 Asphalt	45.00	45.00
		Subtotal		$ 6,708.50
		10% Engr. & Cont.		670.85
		Total		$ 7,379.35

Length of Roadway	0.105 Mile
Length of Structure	0.023 Mile
Total Length	0.128 Mile
Cost of Roadway per Mile	$70,279.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City Limits Roadway	$860,329.25	$532,433.00	$327,896.25
Inside City Limits Roadway	7,379.35	4,567.00	2,812.35
	$867,708.60	$537,000.00	$330,708.60

	Total	Primary Portion	Interstate Portion
Total Cost Outside City	$860,329.25	$184,243.45	$676,085.80
Total Cost Inside City	7,379.35	1,578.65	5,799.70
	$867,708.60	$185,822.10	$681,885.50
Federal Funds Outside City	$532,433.00	$114,023.00	$418,410.00
Federal Funds Inside City	4,567.00	977.00	3,590.00
	$537,000.00	$115,000.00	$422,000.00
Length Outside City	11.333 miles	2.427 miles	8.906 miles
Length Inside City	0.105 miles	0.022 miles	0.083 miles
	11.438 miles	2.449 miles	8.989 miles

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-161(20), Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JUL 20 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

1-11 (20)
4186
1071-12:(20)

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-161(20), Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JUL 20 1954
OREGON
STATE HIGHWAY COMMISSION

I-5 I-161(2)

4186

OREGON STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 6, 1954

SUBJECT: Pux 103, R 21500
East Cottage Grove Overcrossing
Oregon Pacific & Eastern Railway Co.
Lane County

To: Mr. Earl F. Saling
R/W Office Manager
O F F I C E

Dear Mr. Saling:

Herewith I hand you executed copy of easement agreement with Oregon Pacific and Eastern Railway Company covering the construction of an overcrossing of the tracks and right of way of the Railway Company on the revised location of the Pacific Highway southerly and easterly from Cottage Grove in Lane County.

I anticipate that the easement will be placed on record and that proper distribution of copies thereof will be made, a supply of which are handed you herewith.

Please notify Oregon Pacific and Eastern Railway Company of the recording reference.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs.

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. Tom Edwards

RECEIVED
JUL.2 1 1954
FOR FILING

Salem, Oregon
June 30, 1954

Agenda Item 4-j

Pux 103, RW 21500
East Cottage Grove Overcrossing
Oregon Pacific & Eastern Railway Co.
Lane County

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Attached for further handling are two fully executed copies of an easement agreement and two fully executed copies of a construction agreement with the Oregon Pacific & Eastern Railway Company relative to overcrossing of the tracks and right of way on the revised location of the Pacific Highway southerly and easterly from Cottage Grove in Lane County.

Very truly yours

Secretary

rm
Attachs 4

FORM E-20 25M 9-51 62218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
JUN 23 1954

Salem, Oregon
June 3, 1954

SUBJECT: Pux 103, HW 21500
East Cottage Grove Overcrossing
Oregon Pacific & Eastern Railway Co.
Lane County

To: Mr. Floyd Query
Assistant Secretary
O F F I C E

Dear Mr. Query:

Herewith I hand you two copies of easement agreement and two copies of construction agreement relative to overcrossing of the tracks and right of way of Oregon, Pacific & Eastern Railway Company on the revised location of the Pacific Highway southerly and easterly from Cottage Grove in Lane County.

All copies have been executed by the Railway Company and have been returned with a communication from Mr. Carl W. Raynor, Engineer, with the statement: "The only thing required by us now will be receipt of insurance policies prior to commencement of construction after notification of to whom bid will be awarded."

After execution by the Highway Commission please return all copies to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

NOTED
W. C. WILLIAMS

J.W.D:mb
Enc. 4

cc: Mr. W. C. Williams
Mr. G. S. Paxson

RECEIVED
JUN 4 1954
OFFICE OF
STATE HIGHWAY ENGINEER

S+C

FORM S-123 60M REVISED 5-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 11, 1954

Oregon Pacific & Eastern Railway Co.
c/o The Booth-Kelly Lumber Co.
Springfield, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. C. W. Maynor

Pur 103, RW 21500 - East Cottage Grove xing
Goshen-Divide Section, Pacific Highway
Lane County

Dear Mr. Maynor:

Herewith I am enclosing three copies of proposed form of easement agreement and three copies of proposed form of construction agreement covering overcrossing of the right of way and tracks of Oregon Pacific & Eastern Railway Company on the revised location of the Pacific Highway east of Cottage Grove.

If found satisfactory two copies of each instrument should be executed and returned, and they then will be submitted to the State Highway Commission. After execution by the Commission one copy of each instrument will be returned to you. The third copy of each instrument may be retained for your personal files.

In returning the forms of construction agreement, it is requested that you send two colored copies of your print dated February 3, 1953. At a later date we will desire about eight additional copies for distribution in the department, if you will be kind enough to send them to us.

In preparing the easement agreement the description has been corrected in accordance with the information which you sent to us. In drafting the construction agreement I have tried to follow the information given to me by Mr. Paxson after his recent telephone conversation with you. As I understand the matter, the requirement for a separate agreement between the contractor and the railroad company has been waived. I also understand that the limits of insurance set out in the copy of the proposal which was sent to you are satisfactory.

Very truly yours,

C. W. ENFIELD

By
J. W. de LUZA
Assistant Counsel

JWdL:mb
Encs. 6
cc: Mr. G. W. Paxson
Mr. W. C. Williams ✓

RECEIVED
FOR FILING
FORM E-30

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1954

SUBJECT: Pux 103 - East Cottage Grove Overcrossing
Oregon Pacific & Eastern Ry. Co.
Pacific Highway, Lane County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. F. B. Crandall
Mr. H. B. Simpson
Mr. Tom Edwards (2)

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner's Order No. 32986 issued under date of April 28, 1954, in the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Oregon Pacific & Eastern Railway Co. east of Cottage Grove on the revised location of the Pacific Highway in Lane County.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
MAY 1 1954
OFFICE OF
STATE HIGHWAY ENG'R

Order #32986

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2422

RECEIVED
APR 30 1954
LEGAL DEPT.

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Oregon Pacific & Eastern Railway Co. EAST OF COTTAGE GROVE on the revised location of the Pacific Highway in the Northwest quarter of the Southwest quarter ($NW\frac{1}{4}SW\frac{1}{4}$) of Section 27, Township 20 South, Range 3 West, W.M., in Lane County, Oregon.

ORDER

The above entitled matter was duly heard on Monday, April 5, 1954, at 1:30 P.M., in the Office of the Oregon Pacific & Eastern Railway Company, Cottage Grove, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission

Herbert W. Lombard, Attorney, Cottage Grove, Oregon
In behalf of Oregon Pacific & Eastern Railway Company

In the relocation and reconstruction of the Pacific Highway between Goshen and Divide in Lane County by Oregon State Highway Commission (hereinafter referred to as Applicant), it will be necessary that said highway cross the tracks and right of way of Oregon Pacific & Eastern Railway Company (hereinafter referred to as Railroad Company). This crossing can best be effected by a separation of grades which will permit the highway to cross over the tracks of the railroad east of Cottage Grove.

On January 12, 1954, Applicant filed application for authority to construct such a grade separation structure.

Answers to said application were filed by Lane County, City of Cottage Grove, and Oregon Pacific & Eastern Railway Company. Lane County and the City of Cottage Grove consented to the order prayed for in the application. Oregon Pacific & Eastern Railway Company agreed to granting the application but requested reimbursement of all expenses incurred, which condition was agreed to by Oregon State Highway Commission.

Evidence was adduced in behalf of parties as set forth above, the hearing completed, and the matter submitted for determination. Based upon said evidence and record, it is found that:

The overcrossing structure will be a reinforced concrete viaduct and will intersect the centerline of the railroad tracks at an angle of approximately 80 degrees.

The highway approaching the structure from the north is on an ascending grade of 1.099% and from the south on a descending grade of 0.949%, which grades are connected by an 800-foot vertical curve.

The estimated daily vehicular traffic based on 1953 tabulations will be 3200 vehicles per day with normal annual increases anticipated; from 4 to 8 train movements per day are presently made over the railroad track at this location.

Applicant will supervise the construction of the project and bear all costs incidental thereto, including reimbursement to Railroad Company for necessary expenses incurred in connection therewith.

Applicant will maintain the overcrossing structure upon completion and the Railroad Company will maintain its track and facilities beneath the structure.

The standard overhead clearance as set forth in P.S.C. Oregon Order No. 99 will be impaired to the extent of one foot by the placement of necessary falsework during the construction period.

Overhead and side clearances between railroad track and structure upon completion thereof will be adequate and in excess of minimums required by P.S.C. Oregon Order No. 99.

Based upon the foregoing, it is concluded that the construction of an overcrossing structure at this location providing for separation of grades of highway and railroad is in the public interest, will provide no hazards to rail operations, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Oregon Pacific & Eastern Railway Company, East of Cottage Grove, on the revised location of the Pacific Highway, in the Northwest quarter of the Southwest quarter ($NW\frac{1}{4}SW\frac{1}{4}$) of Section 27, Township 20 South, Range 3 West, Willamette Meridian, in Lane County, Oregon, is granted; and it is further

ORDERED that the structure be built in a good and workmanlike manner and in accordance with accepted standard engineering practices, and in conformity with plans and profiles submitted with the application, or acceptable revisions thereof, which by this reference are made a part hereof; and it is further

ORDERED that all costs of construction shall be borne by Oregon State Highway Commission, and that Oregon Pacific & Eastern Railway Company be reimbursed for all expenses made necessary by the construction of the project; and it is further

ORDERED that, upon completion, Oregon State Highway Commission shall maintain the overcrossing structure, the roadway and its appurtenances; and that Oregon Pacific & Eastern Railway Company shall maintain its railroad lines and facilities beneath the structure; and it is further

ORDERED that such impairment of the standard clearances as set forth in P.S.C. Oregon Order No. 99 as may be necessarily created by the erection of falsework or placement of form materials during the construction period is herein authorized; and it is further

ORDERED that, upon completion, the designation 27A-0.9-A shall be assigned as a means of identification of the crossing in

the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 28th day of April, 1954.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
APR 7 1954
FOR FILING
FORM E-30X 25M 8-50 42269

OREGON STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1954

SUBJECT: Pux 103 - East Cottage Grove Overcrossing
Oregon Pacific & Eastern Railway Co.
Lane County

To: MEMORANDUM TO FILE:

Hearing on the application of the Commission for authority to cross over the tracks and right of way of Oregon Pacific & Eastern Railway Co. on the revised location of the Pacific Highway east of Cottage Grove was held before Mr. C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner, in the office of the Railway Company at Cottage Grove at 1:30 p.m. on Monday, April 5, 1954.

The Railway Company was represented by Mr. Herbert W. Lombard, Attorney at Law, Cottage Grove, Oregon, and the Highway Commission was represented by the writer.

No objection was raised by the Railroad Company with respect to the construction of the project and the principal discussion was relative to reimbursement to the Railroad Company for its expenses in connection with the construction. In the preliminary statements it was finally agreed that the State would reimburse the Railroad Company for its expenses in connection with the furnishing of watchmen and flagmen, for the moving and reinstallation of right of way fences and for other expenses necessarily incurred in connection with the construction of the project. However, it was particularly agreed that billing to the State Highway Commission will be in accordance with accounting practices of Memorandum No. 299, issued by the Bureau of Public Roads, and will not include overhead items such as general administrative expenses, cost accounting, superintendence, etc.

There was some discussion with reference to the necessity for a private crossing at grade in order to enable the grading contractor to construct the embankments on each side of the structure. The Examiner expressed some doubt as to the authority of the Public Utilities Commissioner to issue any order with respect to such a private crossing. However, this matter is not of importance since, after returning to Salem, the specifications for the grading contract have been checked more thoroughly and it is not certain that such a crossing will be necessary. In view of this information, I called Mr. Jaqua and requested that the matter of a temporary grade crossing be eliminated from the proceeding, and advised Mr. Lombard and Mr. Carl Raynor, Engineer for the Railroad Company, of the action taken. This will mean that in the event the grading contractor should find it necessary or desirable to haul materials across the railroad for embankment construction he will have to secure his own private grade crossing permit.

In the event this is done and operations are carried on during the period of construction of the grade separation structure, the same railroad watchmen and flagmen can provide protection for both operations.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. Tom Edwards

FORM S-30 33M 9-51 53215

I-ST-161(2)

4124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1954

MISC. CONTRACTS and AGREEMENTS No. 1561

SUBJECT: Pux 103, R 21500
East Cottage Grove Overcrossing
Oregon Pacific and Eastern Ry. Co.
Lane County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
O F F I C E

Dear Mr. Glaisyer:

Herewith I return to you executed copy of construction agreement with Oregon Pacific and Eastern Railway Company relative to overcrossing of tracks and right of way on the revised location of the Pacific Highway southerly and easterly from Cottage Grove in Lane County.

You will note from this communication that copies of this letter and copies of the agreement are being distributed to the Engineering Department.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

cc: Mr. W. C. Williams (1)
Mr. G. S. Paxson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. Tom Edwards (2)

REFERRED TO
BY SECRETARY

FORM E-30 25M 9-51 52219

J I E 1(1

4/12(

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1954

MISC. CONTRACTS and AGREEMENTS No. [illegible]

SUBJECT: Pux 103, R 21500
East Cottage Grove Overcrossing
Oregon Pacific & Eastern Railway Co.
Lane County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
O F F I C E

Dear Mr. Glaisyer:

Herewith I return to you original copy of an agreement between the Highway Commission and Oregon Pacific and Eastern Railway Company relative to reimbursement for watchmen and flagmen services covering the operations of George R. Stacy Co. at the private grade crossing of the railroad tracks on the revised location of Pacific Highway East of Cottage Grove in Lane County, Oregon.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

cc: Mr. W. C. Williams
Mr. H. G. Smith
Mr. Tom Edwards (with copy of agreement)

REFERRED TO BY SECRETARY

RECEIVED
FOR FILING

I - 101
4/1/54

Salem, Oregon
July 1, 1954

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Attached hereto for further handling are two fully executed copies of an agreement with the Oregon Pacific and Eastern Railway Company relative to reimbursement for watchmen and flagmen services covering operations of George R. Stacy Company at private grade crossing of railroad tracks on revised location of Pacific Highway east of Cottage Grove in Lane County, Oregon

Very truly yours

Secretary

m
Attachs 2

FORM E-90 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1954

SUBJECT: Pux 103, RW 21500
East Cottage Grove Overcrossing

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
Portland, Oregon

(Courtesy Mr. Booth)

Dear Mr. Glaisyer:

Herewith I hand you for execution by the Highway Commission original and first copy of agreement with Oregon Pacific and Eastern Railway Company relative to reimbursement for watchmen and flagmen services covering operations of George T. Stacy Company at a private grade crossing of the railroad tracks on the revised location of Pacific Highway East of Cottage Grove.

After execution by the Commission please return both copies to me for further handling.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 2

FORM E-30 25M 8-51 53210

I FI - 161(2)

11 F 11

5164

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 24, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Re your Assignment 5164, I wish to advise that under the terms of the right of way settlement the State was obligated to construct a well that would furnish a water supply equal to that furnished by the grantor's existing well.

The attached letter merely confirms that our obligation has been fulfilled.

Forrest Cooper
Ass't. Construction Engineer

FC:js
Encls.

ASSIGNMENT

Date: June 22, 1954 No. 5164 By LWLW

Description: Letter from Taylor Ramsey, Ramsey-Waite Co., 4102 Franklin Blvd., Eugene, Ore., 6-21-54, re testing well at Lewis G. Clark Farm, Goshen-Divide Section.

Acknowledged by ____ Referred to H. G. Smith

- XX Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr. ____
- __ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

What is this for?

Remarks:

Executed 6-25-54 Report Received ____

PLUMBING and HEATING SALES and SERVICE

FAIRBANKS-MORSE PUMPS and IRRIGATION

TELEPHONE 5-8714
4102 FRANKLIN BLVD.
EUGENE, OREGON

June 21, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Re: File No. 20584
Lewis G. Clark
Goshen-Divide Section
Pacific Highway

tested the well at the Lewis Clark
one the State procured when they

.

l produced between 550 gal. per
mping from a depth of 130 feet.
rs.

Yours very truly,

RAMSEY - WAITE COMPANY

Taylor Ramsey

tr:lw

Copy made for Rec'd Dept

RECEIVED
JUN 22 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

Ramsey-Waite Co.

PLUMBING and HEATING SALES and SERVICE
FAIRBANKS-MORSE PUMPS and IRRIGATION

TELEPHONE 5-8714
4102 FRANKLIN BLVD.
EUGENE, OREGON

June 21, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Re: File No. 20584
Lewis C. Clark
Goshen-Divide Section
Pacific Highway

On Tuesday June 15, 1954, we tested the well at the Lewis Clark Farm. The well tested is the one the State procured when they took right-a-way for the road.

In a continuous test, the well produced between 550 gal. per hour and 600 gal. per hour, pumping from a depth of 130 feet. We pumped the well for 3½ hours.

Yours very truly,

RAMSEY - WAITE COMPANY

Taylor Ramsey

tr:lw

Copy made for Mr. Lyst

RECEIVED
JUN 22 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

Mr. Forrest Cooper

FORM E-123 50M REVISED 8-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

4186

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 18, 1954

Mr. Phil Glenn, General Manager
Oregon Pacific and Eastern Railway Company
Cottage Grove, Oregon

NOTED
W C WILLIAMS

Pux 103, R/W 21500

Dear Mr. Glenn:

In accordance with our telephone conversation yesterday, I have redrafted the form of agreement covering reimbursement to Oregon Pacific and Eastern Railway Company for watchmen, flagmen, etc. services in connection with hauling at grade and private road crossing agreement given by your company to George R. Stacy Company, which I trust you will find satisfactory.

The special clause from the construction contract which has been awarded would indicate that for especially unusual operations requiring special watchmen, flagmen or inspectors, your billing would have to be made direct to the contractor. However, we do not think this is practical or that there should be any intention for you to enter into any dispute with the contractor as to payment. We, therefore, suggest that all billing be made direct to the State Highway Commission with your advice as to the circumstances, and a segregation of the expenses which you consider to be required by special and unusual conditions, and the Highway Commission then will adjust the matter with the contractor.

I am enclosing original and two copies of the proposed form. If it is found satisfactory, it is requested that the original and first copy be executed by your company and returned to this office as promptly as possible so that the instruments may be presented to the State Highway Commission at the next meeting, which is to be held on June 23 and 24. After execution by the Commission one complete copy will be returned to you and, in the meantime the second carbon copy may be retained by you for your records.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 3
cc: Mr. W. C. Williams
Mr. Forrest Cooper

Mr Enfield
Will you Please
Comment on form?
Williams

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
JUN 14 1954
LEGAL DEPT.

EPARTMENT
DENCE

RECEIVED
JUN 14 1954
LEGAL DEPT.

W. C. WILLIAMS

As a part of the construction of the Goshen-Divide Section, it will be necessary to haul fill materials across the O. P. & E. Railroad in the Cottage Grove area. We have a P.U.C. order on the structure, however it does not cover the grading job. The Railroad Company are agreeable to hauling the material on the following conditions:

1. That the contractor's property damage insurance be increased from $25,000 to $125,000. This will result in an increased premium cost of approximately $250.

2. That the State reimburse the Railroad Company for the cost of necessary flagging during the hauling period, which is estimated to cost $3,650.54.

It is my recommendation that we proceed on this basis, and in this connection I hand to you herewith agreement forms prepared by the Railroad Company for approval by the Highway Commission. It is requested that approval of this matter be handled as expeditiously as possible as it is delaying the prosecution of this project.

RECEIVED
JUN 11 1954
OFFICE OF
STATE HIGHWAY ENGINEER

Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

Note: Edwards has been notified to proceed in accordance with the terms of the above letter. You stated that you would have the matter cleared at the next Highway Commission meeting.

FC

FORM E-80 2M4 8-51 53515

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1954

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
JUN 14 1954
LEGAL DEPT.

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

As a part of the construction of the Goshen-Divide Section, it will be necessary to haul fill materials across the O. P. & E. Railroad in the Cottage Grove area. We have a P.U.C. order on the structure, however it does not cover the grading job. The Railroad Company are agreeable to hauling the material on the following conditions:

1. That the contractor's property damage insurance be increased from $25,000 to $125,000. This will result in an increased premium cost of approximately $250.

2. That the State reimburse the Railroad Company for the cost of necessary flagging during the hauling period, which is estimated to cost $3,650.54.

It is my recommendation that we proceed on this basis, and in this connection I hand to you herewith agreement forms prepared by the Railroad Company for approval by the Highway Commission. It is requested that approval of this matter be handled as expeditiously as possible as it is delaying the prosecution of this project.

RECEIVED
JUN 11 1954
OFFICE OF
STATE HIGHWAY ENGINEER

Forrest Cooper
Ass't. Construction Engineer

FC:js
Encl.

Note: Edwards has been notified to proceed in accordance with the terms of the above letter. You stated that you would have the matter cleared at the next Highway Commission meeting.

FC

RECEIVED
JUN 18 1954
FOR FILING

June 17, 1954

F. L. Somers & George R. Stacy Co.
P. O. Box 938
Klamath Falls, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4186, which was awarded to you on May 14 by the State Highway Commission, for grading on the Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

FORM S-120X 25M 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

4186

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 15, 1954

Mr. L. P. Hopkins, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

Noted
W. C. WILLIAMS

Dear Sir:

Referring to your letter of May 27, 1954 regarding the Divide wye, I wish to advise that our engineering field parties would like to lay out and stake the wye starting on the morning of July 6. It is requested that you have a man from your engineering department contact our crew on the ground that day.

It is doubtful that any grading work will be done on the wye until about October, 1954. If weather shuts the job down prior to that time, the work will probably be done in the Spring of 1955.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 11, 1954

SUBJECT:

Coast Fork-Divide
Pacific Highway
Contract No. 4186

To:

W. C. Williams
Deputy State Highway Engineer

Dear Sir

I would like to advise that in answer to Mr. L. P. Hopkins, Superintendent for the Southern Pacific Company, request for information as to our schedule on the Divide "Y", that our contractor at this time does not anticipate that he will work on this railroad "Y" until at least October of this year and possibly in the spring of 1955.

However, our survey party would like to lay the "Y" out and stake the same so that it will be ready for the contractor when he begins work on it. They have arbitrarily picked a date of July 6 of being a favorable time to do this work and if Mr. Hopkins would care to assign an engineer to work with them at this time, we will proceed with the work.

I would like to suggest that Mr. Hopkins order the materials necessary for this October date.

Very truly yours

Tom Edwards
Division Engineer

By L. H. Young

L. H. Young
Assistant Division Engineer

REFERRED TO
Forest Cooper
By State Highway Engineer
Please handle
thks.

LHY:ri

cc R. H. Baldock
H. G. Smith

Have done
Cooper

ASSIGNMENT

Date: June 1, 1954 No. 5120 By WCW

Description: Letter from L.P. Hopkins, So. Pac. Co., Portland, 5-27-54, re line change of Hwy. 99 in vicinity of Divide wye.

Acknowledged by____ Referred to H. G. Smith

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
XXX Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

Executed 6-16-54 Report Received_____

9, 1954

ndent

tter of May 27 regarding the
e, please be advised that
l provide us with a report on
o be able to advise when it will
rial available.

herewith the additional drawings
requested.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

HGS: ms

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. Tom Edwards

#5120 Drwg

RECEIVED
JUN 10 1954
FOR FILING

I-I-1: 11(2)

1116

June 9, 1954

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

In reply to your letter of May 27 regarding the construction of the Divide wye, please be advised that Division Engineer Edwards will provide us with a report on June 14. We will at that time be able to advise when it will be necessary to have the material available.

We are forwarding herewith the additional drawings and specifications which you requested.

Very truly yours,

H. C. Williams
Deputy State Highway Engineer

HCS: me

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. Tom Edwards

#5120 Drwg

Northern Pacific Company

INCORPORATED UNDER THE LAWS OF THE STATE OF OREGON

3-53-12M

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

GMO-57707

L. P. HOPKINS
SUPERINTENDENT

May 27, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R H Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention - Mr. W C Williams
1st Asst. State Highway Engineer

Dear Sir:

Please refer to various correspondence in connection with line change of Highway 99 in vicinity of our Divide wye.

Please advise when it will be necessary for Southern Pacific Co. to have material available for track construction and make necessary rearrangements for our signal lines. It would be our suggestion that member of our Engineering Department join your Engineer to stake out this wye. If you will give us 10 days notice, we will arrange meeting.

We would also appreciate an additional print of your drawings and specifications which your Mr. Probert sent us on May 17.

Yours truly,

L P Hopkins

NOTED
W. C. WILLIAMS

RECEIVED
FOR FILING

4186

May 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 19, 1954 on Contract No. 4186, Coast Work Willamette River-Divide Unit, Goshen-Divide Section, in Lane County, in connection with Federal Aid Project No. I-FI-161 (22).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

MCW:gs

RECEIVED
FOR FILING

AGENDA
JUN 23 1954
3a-4

May 14, 1954

F. L. Somers & George R. Stacey
350 Spring Street
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 accepted your proposal for grading the Coast Fork Willamette River-Divide Unit, Goshen Divide Section of the Pacific Highway, Lane County, for the sum of $709,346.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions were satisfied. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4186.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
Goldie Lewis

George R. Stacey
P. O. Box 653
Klamath Falls, Oregon

E.R

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 14, 1954
11:10 a.m.

F. L. Somers & George R. Stacey
350 Spring Street
Klamath Falls, Oregon

Contract for grading Coast Fork Willamette River-Divide Unit, Goshen Divide Section of Pacific Highway, Lane County for which you submitted low bid on April 1 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		$
DAY LETTER		S
NIGHT LETTER		E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 14, 1954
11:10 a.m.

F. L. Somers & George R. Stacey
350 Spring Street
Klamath Falls, Oregon

Contract for grading Coast Fork Willamette River-Divide Unit, Goshen Divide Section of Pacific Highway, Lane County for which you submitted low bid on April 1 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

I-F I-161(...)
4186

May 14, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Coast Fork Willamette River-Divide Section of the Pacific Highway in Lane County, Project I-FI-161 (22), to F. L. Somers and Geo. R. Stacey Co. of Klamath Falls, on the basis of the bid of $709,346 submitted on April 1, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
FOR FILING
OREGON DISTRICT
4176

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

NOTED
W. C. WILLIAMS

May 14, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-FI-161(22), Coast Fork Willamette River-Divide Section of the Pacific Highway, we hereby concur as of this date in award of contract to F. L. Somers and George R. Stacy Co. of Klamath Falls, Oregon, low bidder in the amount of $709,346.00 at the April 1, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 17 1954
STATE HIGHWAY COMMISSION

RECEIVED
APR 8 1954
FOR FILING

111-141(-)
1126

MISC. CONTRACTS and
AGREEMENTS No. 1

Salem, Oregon
April 7, 1954

Mr. John W. Cattrall
City County Relations Dept.
O f f i c e

Attached is a conformed copy of a throughway agreement with Lane County covering the Coast Fork Willamette River-Divide Unit of the Pacific Highway.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the Board of County Commissioners, Eugene, Oregon.

Very truly yours

Secretary

mm
Attach: 1

REFERRED TO
BY SECRETARY

To file

RECEIVED
APR 8 1954
FOR FILING

April 7, 1954

Board of County Commissioners
Lane County Court House
Eugene, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lane County a fully executed copy of a Throughway Agreement between the State Highway Commission and Lane County covering the Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 6 1954
FOR FILING

April 5, 1954

Mr. F. L. Somers &
Mr. George R. Stacey
350 Spring Street
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 accepted your bid in the amount of $709,346 for 11.44 miles of grading on the Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

MH
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

Mr. George R. Stacey
P. O. Box 583
Klamath Falls, Oregon

FORM E-30 25M 9-51 52515

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

Attached are three copies of a throughway agreement covering the Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County. Two copies of the agreement have been executed by the county officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

RE[illegible] TO
Grazer
[illegible] State file

Bids for construction to be opened April 1, 1954

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 17, 1954
Salem, Oregon

SUBJECT:

To:
Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Mr. Williams:

Herewith you will find ten copies of a proposed agreement to be entered into by and between the State and Lane County covering road closures, points of access, etc., in connection with the construction of the Coast Fork Willamette River-Divide Unit of the Goshen-Divide Section of the Pacific Highway in Lane County as a throughway. Said agreement is drawn pursuant to and under the provisions of the Through-way Act.

You will note that there are no exhibits attached to any copies of said agreement. Inasmuch as this office was not furnished with the reduced plans which are necessarily required as exhibits for this type of agreement we are forwarding copies of said agreement to the County and City Relations Division in order that they may attach said exhibits when the same are available. However, in the preparation of this agreement a full-size set of plans was referred to and said plans were colored so as to be compatible with said agreement; therefore, it is important that the reduced plans be an accurate copy of the full scale plans referred to by this writer in the preparation of said agreement.

Sincerely,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder

THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls.

RECEIVED
OREGON DISTRICT
I-71-161 (22)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-FI-161(22), Coast Fork Willamette River-Divide Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of an encroachment resolution from the City of Cottage Grove covering proposed construction within the corporate limits.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAR 30 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

405 STATE HIGHWAY BLDG.
SALEM, OREGON

March 16, 1954

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your March 2, 1954 request for individual project program change, Item 157, Project I-FI-161(22), Federal-aid Primary Highway Program, Supplement No. 14, was approved by Acting Commissioner A. C. Clark, March 10, 1954. This letter will confirm, for the record, our previous verbal notification in this matter.

The project total cost will now read $210,000, Federal funds $127,000, State funds $83,000, mileage 2.64 and character of proposed work, grade and drain.

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
MAR 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 16, 1954

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your March 2, 1954 request for individual project program change, Item 8, Project I-FI-161(22), Federal-aid Interstate Highway Program, Supplement No. 2, was approved by Acting Commissioner, A. C. Clark, March 10, 1954. This letter will confirm for the record our previous verbal notification of this matter.

The project total cost will now read $705,000, Federal funds $422,000, State funds $283,000, mileage 8.88, and character of proposed work, grade and drain.

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
MAR 17 1954
OREGON
STATE HIGHWAY COMMISSION

I-FI-161(22) Coast Fork Willamette River-1955
Divide Unit, Goshen-Divide Sec.,
#4186 Pacific Hwy. (Inspection Reports)

B-58-830

L-7701

RECEIVED
OCT 6 1955
FOR FILING

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
C. P. TINKLER
VALUATION OFFICER
E. J. G. ALLEN
VALUATION ENGINEER

September 15, 1955

File: 911/323

I 0 I

4166

SUBJECT: ~~Divide~~, Oregon, Relocate Wye Track

Mr. G. S. Paxson
Bridge Engineer
Oregon Highway Commission
Salem, Oregon

Dear Sir:

* Attached are three copies of Weekly Report Summaries Nos. 47 to 52 inclusive and Supplement No. 1 of Weekly Report Summaries Nos. 39 to 45 inclusive, one of which is supported by duplicates of Daily and Weekly Reports on Form L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit No. 97467 dated October 29, 1954.

Very truly yours,

W. M. Jaekle
C. P. Tinkler

* Encl.

RECEIVED
SEP 19 1955
OREGON
STATE HIGHWAY COMMISSION

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location MP622, Divide G.M.O. No 5-7707

Gang Divn. Engr Report No. 27 ~~Daily~~ (Week) Ending June 4 19 53

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to Report - See other Reports -									
Extra Gang No 29									
Total Material									

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct T.D. Cole Engr. Insp.
Title-S. P. Co.

Approved G. L. Gleiber
Res. Engr. State Highway Dept.

Divn. Engr
Weekly # 27
6/4/53

1-52

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location MP 622, Divide G.M.O. No. 57907

Gang Divn. Engr. Report No. 28 Daily or Week Ending June 11 19 55

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector F. D. Cobb @ 4442									8	2.3294	
Total Labor 8 hrs											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Hotel	Ea.	3.00	1						3.00
Breakfast	—	1.10	1						1.10
Lunch	—	.95	1						.95
Dinner	✓	1.10	1						1.10
Total Material									6.15

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct F. D. Cobb, Engr. Insp. Ritl. S. P. Co.

Approved A. L. Oberbeck Res. Engr. State Highway Dept.

Divn. Engr
Weekly No 28
6/11/55

1-52

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location MP622, Divide G.M.O. No. 57707

Gang Divn. Engr Report No. 14 Daily ~~or Week~~ Ending June 8 19 55

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector											
J.D. Cole									4	2.3796	
									Total Labor	4 hrs	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Hotel	Ea.	3.00	1						3.00
Breakfast	"	1.00	1						1.00
Lunch	"	.95	1						.95

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Rebcata Wye tracks Location MP622 Divide G.M.O. No. 57707

Gang Divn. Engr. Report No. 13 Daily ~~or Weekly~~ Ending June 7 19 55

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector T.D. Cable C 416 Nov.									4	2.3236	
									Total Labor	4 hrs	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Dinner	Ea.	1.60	1						1.60

1-58

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Rye Location Divide, Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 11 Daily ~~Weekly~~ Ending May & June 1955

Sheet #1 of 3

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	Material Only - Inventory										
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Gravel R.R.	Yds	.73					840		
Cross Ties 7x8	Ea						703		
Switch Ties 7x9	M.B.F.	87.93		49 -/-	9'		441		
" " "	"	"		28 -/-	10'		280		
" " "	"	"		17 -/-	11'		187	98.25	
" " "	"	"		17 -/-	12'		204		
" " "	"	"		18 -/-	13'		234	8.54	
" " "	"	"		17 -/-	14'		238		
" " "	"	"		14 -/-	15'		210		
Head blocks 8x12	"	"		3	16'		384		
Rail (in place) 90#	Ton	20.00			3141 ft				
" Cut & Fit 90#	"				60'				
Frog #7 S.G. 7-F3	Ea	25.64		Universal (No plates)			1		
" #10 S.G. S.H.	"	65.00					1		
" #10 S.G. Nest	"	38.82		Plates Included			1		
" Plates - (1 Set)	Ea	2.12		#'s 1-2-3			14		
Switch points 16'6"	Ea	36.38					3		
" " 16'6	"	24.16					3		
Ga. plate Ins	"	34.27					1		
" " Non Ins	"	17.18					2		
" " Braces	"	1.91					54		
Tie Rod #1 S.H.	"	3.00					1		
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Installed by Extra Gang #29

B

C May and June 1955

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H. H. Roberts. Engr. Insp.

Title S. P. Co.

Approved L. L. Bleuken

Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Nye Location Divide Oregon G.M.O. No. 52707

Gang Extra Gang #29 Report No. 11 Sheet #2 of 3 Daily ~~Weekly~~ ending May - June 1955

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	Material Only										
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Tie Rod # 1 (New)	Ea	8.61					2		
" " # 2	"	9.62					3		
Heel Filler Comp.	"	17.57					3		
" " "	"	14.85					3		
Slide plate # 2	"	3.92					30		
" " # 2 N	"	.80					1		
" " New # 2 N	"	4.07					5		
" " " # 3	"	4.09					6		
" " " # 4	"	4.69					6		
Heel " # 5	"	2.85					6		
" " # 6	"	2.60					6		
" " # 7	"	2.63					6		
" " # 8	"	2.73					5		
" " # 8 SH.	"	.80					1		
" " # 9	"	3.00					6		
" " # 10	"	3.10					6		
" " # 11	"	3.26					6		
" " # 12	"	3.92					4		
Angle bars SH	"	.50					164		
Rail joints Compt. SH.	"						12		
Track Bolts 7/8 x 5 1/2	Keg	27.41	Keg of 131				2.9 = 376		
Spring Washers	C	8.38					376		
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Installed by Extra Gang #29
B
C May and June - 1955
D
E
F

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts Engr. Insp.
Title S. P. Co.

Approved G. F. Denton
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Rye Location Divide Oregon G.M.O. No 57707

Gang Extra Gang #29 Report No. 11 Daily ~~Weekly~~ ending May and June 1955

Sheet # 3 of 3

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Material Only. Inventory											
Equipment Rental M.H. Cats.						2058-4hr-4075-3837-1925-1931					
						610-4181-7167			888	708	632
Motor Car #3440											
Company Truck						?					
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Spikes 9"	Keg	16.29		Keg of 235.				4797	
Tie plates, S.H.	Ea	.10						1563	
Switch Stand-Stor S.H.	Ea	10.00						3	
Connecting Rods S.H.	"	1.25						3	
Target 10" Yellow	"	3.76						3	
Locks C.S.4	"							2	
Total Material									

Equipment	Equipment Hours * A	B	C	D	E
12 Light Cars	15	days	in	May	
12 " "	22	"	"	June.	
Motor Car	10	"	"	May	
"	16	"	"	June	

Description of Work

A Installed by Extra Gang #29

B

C May and June 1955

D

E

F

* Note: Also report locomotive and automobile miles.

Correct L J Roberts Engr Typ.

Title-S. P. Co.

Approved G. L. Denbeaux

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye Location Divide, Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 12 Daily or Weekly Ending June 1955 19

Sub-Division of Work Release

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	Material Only -										
	No forms available										
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Rail 90#	Ft				2788				
" 75#	"				427				
Angle Bars 90#	Ea				90				
Joints, Continuous 90#	"				90				
" 75#	"				38				
Bolts 90#	"				364				
Lock Washers					364				
Bolts 75#					80				
Lock Washers					80				
Comp Joints 90/75	Ea				2				
Frog 90# #10 S.R.	"				2				
90# #10 S.G.	"				1				
Switch 90# 16.6#	"				2				
" 75# 15#	"				1				
Guard Rail-90# 23"	"				4				
Tie Plates 9½x10	"				1109				
" " 8x8½	"				369				
Expansion plates	"				64				
Spikes 6"					5792				
Switch Stand	Ea				3				
" Target	"				3				
" Locks	"				3				
									Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	
B	Material released at Divide
C	
D	Oregon Old Nye track
E	
F	

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts. Engineer
Title-S. P. Co.

Approved _____
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #24 Report No 12 ~~Daily/Weekly~~ June 1955 19

Sheet #2 of

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	Material Released.										
	No prices available										
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Switch ties	Set		56-	53-54		3			
Cross "	Ea					7½			
Head block Tie	"					3			
Connecting rods	"					3			
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	
B	Material Released at Divide
C	
D	Cross Old Nye track
E	
F	

* Note: Also report locomotive and automobile miles.

Correct H J Peters Engr. Asst.
Title-S. P. Co.

Approved _____
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Klamath Wye Location Dillard Oregon G.M.O. No. 57707

Gang Extra Gang "A" Report No. 12 Daily or Week Ending June 6 1955 19

Sheet No. 1

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	Illness										
	No forces available										
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Switch Ties	Set		56-	53-7		3			
Cross "	Ea					74-2			
Head Block Tie	"					5			
Connecting rods	"					3			

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Location Divide Oregon G.M.O. No 57707

Gang Station "29" Report No. 8 [redacted] or ~~Week Ending~~ July 2 19 51

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	1		@		338.39				8		
Oper.	1								8	1.709	
Laborers	2								16	1529	
"	7								56	1.517	
									Total Labor	88	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye Location Divide Oregon G.M.O. No. 57707

Gang Station #29 Report No. 29 Daily or ~~Weekly~~ Ending July 1 1955

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	1		@ 338.39						8		
Asst ✓	1								8	1.709	
Laborers	2								16	1.529	
✓	7								56	1.517	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

152

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Hye Location Divide Oregon G.M.O. No. 57907

Gang Station "29 Report No. 9 Daily or Week Ending July 9 19 55

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	1		@	338.39					8		
Asst "	1								8	1.709	
Laborers.	3								16	1.529	
"	8								64	1.517	
									Total Labor	96	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Last of this Series									

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Hyc Location Divide Oregon G.M.O. No 57707

Gang Station #29 Report No. 30 Daily or ~~Week Ending~~ July 5 1955

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	1		@ 338.39						8		
Asst ✓	1								8	1.709	
Laborer	2								16	1.529	
✓	8								64	1.517	
									Total Labor	96	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

RECEIVED
AUG 1 6 1955
FOR FILING

L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAECKLE
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
E. J. G. ALLEN
VALUATION ENGINEER

File: 911/323

July 26, 1955

SUBJECT: Divide, Oregon, Relocate Wye Track

Mr. G. S. Paxson
Bridge Engineer
Oregon Highway Commission
Salem, Oregon

Dear Sir:

* Attached are three copies of Weekly Report Summaries Nos. 37 to 46 inclusive and Supplement No. 1 of Weekly Report Summary No. 1, one of which is supported by duplicates of Daily and Weekly Reports on Form L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit No. 97467 dated October 29, 1954.

Very truly yours,
W. M. Jaeckle
per C. R. Tinkler

* Encl.

RECEIVED
JUL 27 1955
OREGON
STATE HIGHWAY COMMISSION

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Nyt (Misc) Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 1 [redacted] or Week Ending May 21 1955

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		32	1.94	62.08
Asst. "							1		32	1.709	54.688
Laborers							2		64	1.529	97.856
"							45		360	1.517	546.120
										Total Labor	760.744

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Construction New Nyt

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Sumry. Daily #1-2-3-4

Correct H. J. Roberts. Engr. Insp.
Title-S. P. Co.

Approved L. L. Clarke
Res. Engr. State Highway Dept.

1-32

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Nye (New) Location Divide Oregon G.M.O. No. 57707

Gang Eff Ex Gang '29 Report No. 4 Daily or [redacted]ing May 20 19 29

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst. "							1		8	1.709	
Laborers							2		16	1.529	
"							12		96	1.517	
									Total Labor	16	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Nyt (New) Location Divide Oregon G.M.O. No. 57709

Gang Extra Gang "29" Report No. 3 Daily or [redacted] May 19 1955

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst "							1		8	1.709	
Laborers							2		16	1.529	
"							11		88	1.517	
								Total Labor	15		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Construction New Nyt.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts. Engr. Insp.

Title-S. P. Co.

Approved D. C. Oleber

Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Nye (New) Location Divide, Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 2 Daily or ~~Weekly~~ May 18 19 55

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst "							1		8	1.709	
Laborers							2		16	1.529	
"							12		96	1.517	
									Total Labor	16	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W[illegible]KLY REPORT OF LABOR AN[illegible] MATERIAL USED

Project Wye (New) Location Divide, Oregon G.M.O. No. 57707

Gang Extra Gang "29" Report No. 1 Daily or [illegible]ding May 17 19[illegible]

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman.							1		8	1.94	
Asst ✓							1		8	1.709	
Laborers							2		16	1.529	
✓							10		80	1.517	
									Total Labor	14	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hyt. (New) Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang "29" Report No. 2 Daily or Week Ending May 28 19 55

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		40	1.94	77.60
Asst. "							1		40	1.709	68.36
Laborer							2		80	1.529	122.32
"							69		552	1.517	837.384
											1103.664

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-32

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Nyssa (New) Location Divide Oregon G.M.O. No. 57707

Gang Ettka Gang '29 Report No. 9 Daily or [redacted]ding May 27 1929

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst ✓							1		8	1.709	
Laborers							2		16	1.529	
✓							14		112	1.517	
									Total Labor	18	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Nyt. (New) Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang "29" Report No. 8 Daily or Week Ending May 26 19 55

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst "							1		8	1.709	
Laborers							2		16	1.529	
"							14		112	1.517	
								Total Labor	18		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Construction New Nyt.
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct H. L. Roberts Engineer
Title-S. P. Co.

Approved L. L. Ocker
Res. Engr. State Highway Dept.

1-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hyde (New) Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #79 Report No. 7 Daily or Weekly Ending May 25 19 55

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst "							1		8	1.709	
Laborers							2		16	1.539	
"							14		112	1.517	

Total Labor 18

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hyde (New) Location Divide Canyon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 6 Daily or ~~Weekly~~ May 24 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst.							1		8	1.709	
Laborers							2		16	1.529	
"							14		112	1.517	
								Total Labor	18		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Construction New Hyde.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts. Engr. Insp.
Title-S. P. Co.

Approved C. L. Klenke
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hyde (New) Location Divide, Oregon G.M.O. No. 52707

Gang Extra Gang "29" Report No. 5 Daily or ~~Weekly~~ Tag May 23 1955

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst "							1		8	1.709	
Laborers							2		16	1.529	
"							13		104	1.517	
									Total Labor	17	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-52

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Divide Wye Location MP 622 Divide, Ore. G.M.O. No. 57707

Gang Divn. Engr. Report No. see below Daily or Week Ending See below 1955

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report for Month of May, 1955											
Covers Weekly Reports											
Weekly Report No. 22, ending May 7 1955											
" " No. 23 " " " 14 "											
" " No. 24 " " " 21 "											
" " No. 25 " " " 28 "											
" " No. 26 " " " 31 "											
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
See other Reports - Extra Gang No. 29									

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Divn. Engr.
Weekly Reports No's 22 thru No. 26
Month May - All

Correct J. D. Cable Engr. Insp.
Title-S. P. Co.

Approved S. L. Kerbey
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project 11-7E (New) Location Divide, Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 3 Daily or Week Ending Period May 31 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	15.52
Asst ✓							1		8	1.709	13.672
Laborers							2		16	1.529	24.464
✓							13		104	1.517	157.768
										Total Labor	211.424

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Nye (Lewis) Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang 29 Report No. 10 Daily or Weekly May 31 19 37

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst "							1		8	1.709	
Laborers							2		16	1.529	
"							13		104	1.517	

Total Labor 17

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 4 Daily or Week Ending June 4 19 15

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							2		24	1.94	46.56
Asst.							3		24	1.709	41.016
Laborer							6		48	1.529	73.392
							38		304	1.517	461.168

Total Labor 622.136

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Rye Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 15 Daily or [illegible] June 3 19 55

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst ✓							1		8	1.709	
Laborer							2		16	1.529	
✓							12		96	1.517	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Construction Proj.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct [signature] Engr Insp.

Title S. P. Co.

Approved [signature]

Res. Engr. State Highway Dept.

1-58

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Rye Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 111 Daily or ~~Weekly~~ June 2 19 55

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst							1		8	1.709	
Laborer							2		16	1.529	
"							13		104	1.517	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Construction Rye.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H J Roberts Engr. Insp.

Title S. P. Co.

Approved S. L. Clarke

Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang "29" Report No. 13 Daily or ~~Week Ending~~ June 1 19 55

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst ✓							1		8	1.709	
Laborer							2		16	1.529	
✓							13		104	1.517	
								Total Labor			

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Construction Nye
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct H. Roberts Engr Insp.
Title-S. P. Co.

Approved L. F. Henken
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Hyd. Location Divide Oregon G.M.O. No 57707

Gang Extra Gang #29 Report No. 5 Daily or Week Ending June 11 19 25

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							3		24	1.94	46 56
Asst ✓							3		24	1.709	41 016
Laborer							6		48	1.529	73392
✓							35		280	1.517	424.76

Total Labor 585.728

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Hyd. Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #21 Report No. 18 Daily or [redacted] June 10 19 37

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst 1							1		8	1.709	
Laborer							2		16	1.529	
1							11		88	1.517	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 17 Daily or ~~Weekly~~ June 7 1935

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.74	
Asst -							1		8	1.709	
Laborer							2		16	1.529	
✓							12		96	1.517	
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KLY REPORT OF LABOR ANY MATERIAL USED

Project Relocation Nye Location Bridge Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 16 Daily or ~~Weekly~~ June 6 19 55

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Asst.							1		8	1.763	
Laborer							2		16	1.529	
							12		96	1.517	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

* Note: Also report locomotive and automobile miles.

Description of Work

A Construction Nye.

B

C

D

E

F

Correct H. J. Roberts Engr. Insp.

Title-S. P. Co.

Approved L. L. Loeber

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 6 — or Week Ending June 18 19 37

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							5		40	1.94	77.60
Laborers							7		56	1.529	85.624
Laborers							45		360	1.517	546.12
Total Labor											709.344

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Construction Nye.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Sumry-Daily # 19-20-21-22-23.

Correct H J Roberts Engr. Insp.

Title-S. P. Co.

Approved S. L. Kerker

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye. Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang 29 Report No. 23 Daily or ~~Week Ending~~ June 17 19 37

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman.							1		8	1.94	
Laborers							2		16	1.529	
							10		80	1517	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Wye Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang "29" Report No. 22 Daily or ~~Weekly~~ June 16 19 55

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Laborers							2		16	1.529	
✓							10		80	1.517	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Construction Wye.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H J Roberts Engr. Insp.

Title-S. P. Co.

Approved S. L. Deuber

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Hyt. Location Divide Oregon G.M.O. No 57707

Gang Extra Gang #29 Report No. 21 Daily or ~~Week Ending~~ June 15 1953.

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Laborer							1		8	1.529	
✓							10		80	1.517	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

* Note: Also report locomotive and automobile miles.

Description of Work

A Construction Hyt.

B

C

D

E

F

Correct J. J. Roberts. Engr. Asst.

Title S. P. Co.

Approved L. L. Becker

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Alturas Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 20 Daily or ~~Weekly~~ June 14 1955

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Laborer							1		8	1.529	
✓							8		64	1517	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

* Note: Also report locomotive and automobile miles.

Description of Work

A Construction Alturas.

B

C

D

E

F

Correct H. J. Roberts Engr. Estimates

Title-S. P. Co.

Approved S. L. Rawlins

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye Location Divide Oregon G.M.O. No 7709

Gang Extra Gang 29 Report No. 19 Daily or ~~Week Ending~~ June 13 19 55

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		2.94	8	
Laborer							1		1.54	8	
1							1		1.57	56	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye. Location Divide Oregon G.M.O. No. 67707

Gang Extra Gang #29 Report No. 7 or Week Ending June 25 19 55

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							5		40	1.94	77.60
Laborers							10		80	1.529	122.32
Laborers							45		360	1.517	546.12
									Total Labor		746.04

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Hwy. Location Bride Oregon G.M.O. No. 57707

Gang Extra Gang "29" Report No. 28 Daily or Week Ending June 24 1955

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Laborers							2		16	1.329	
✓							9		72	1.517	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang "29" Report No. 27 Daily or [redacted]ng June 23 1955

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman.							1		8	1.94	
Laborers							2		16	1.529	
/							9		72	1.517	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

159

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Hyd. Location Divide Oregon G.M.O. No. 67707

Gang Extra Gang "29" Report No. 26 Daily or ~~Week ending~~ June 22 19 55

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman.							1		8	1.94	
Laborers							2		16	1.529	
"							9		72	1.517	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Construction Hyd.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H J Roberts Engr. Insp.
Title-S. P. Co.

Approved S. F. Klenker
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Nye Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang "29 Report No. 25 Daily or ~~Week Ending~~ June 21 1955

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Laborers							2		16	1.529	
"							9		72	1.517	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Construction Nye.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H J Roberts Engr. Insp.

Title S. P. Co.

Approved L. L. Merker

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Wye. Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 24 Daily or Week Ending June 20 1955

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman							1		8	1.94	
Laborers							2		16	1.529	
✓							9		72	1.517	
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
									Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Construction Wye.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct H. J. Roberts. Engr. Insp.
Title S. P. Co.

Approved W. L. Warren
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation Hwy 66 Location Divide Oregon G.M.O. No. 57707

Gang Extra Gang #29 Report No. 8 Week Ending Period June 30 1955

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

S-85-530

L-7701

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AUG 13 1955
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65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
E. J. C. ALLEN
VALUATION ENGINEER

File: 911/323

June 21, 1955

SUBJECT: Divide, Oregon, Relocate Wye Track

Mr. G. S. Paxson
Bridge Engineer
Oregon Highway Commission
Salem, Oregon

Dear Sir:

* Attached are three copies of Weekly Report Summaries Nos. 1 to 36 inclusive, one of which is supported by duplicates of Daily and Weekly Reports on Form L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit No. 97467 dated October 29, 1954.

Very truly yours,

C. M. Jaekle
Chief Engineer

* Encl.

RECEIVED
JUN 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

1-56 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location MP 622, Divide G.M.O. No. 57707

Gang Signal No. 5 Report No. 1 ~~Daily~~ (Week) Ending Oct. 9 1954

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Signal Foreman G.E. Rhodes (Ca) 44¼ hrs this month									24		
Sig Maintainer									24	2.055	
									9½	2.021	
Asst.									24	1.769	
Helper									24	1.721	

Total Labor 192 hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
5/4 Dodge Pickup Truck P6	Mi.		41						
Gasoline	Gal.		4						
Outfit Cars									
SPMW 932 - Box, Matl.	Day		3						
" 933 - " Tool	"		3						
" 4856 - Coach, bunk	"		3						
" 3390 - Box, "	"		3						
" 199 - " Foreman	"		3						

Final Report

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Remove Signal line to Permit Relocation Wye tracks.
						B
						C
						D
						E
						F
						G

* Note: Also report locomotive and automobile miles.

Correct T. D. Cahe, Engr Supr.
Title S. P. Co.

Approved G. L. Oerber
Res. Engr. State Highway Dept.

Sig. No. 5
Weekly #1 - Final
Oct. 9, 1954

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location MP622, Divide G.M.O. No. 57707

Gang Signal No 5 Report No. 3 Daily ~~or Week~~ Ending Oct. 7 19 54

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman G.E. Rhodes @ 441.16 per Mon.									8		
Signalman ←									8	2.085	
←									32	2.021	
Asst. ←									8	1.769	
Helper									8	1.721	

Total Labor 64

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
3/4 Ton Dodge Van Truck - R&M	Mi		21						
Gasoline	Gal.		2						
Outfit Cars									
SPMW #932 - Box, Mat'l & Tool	Car		1						
← #933 - ← Tool	←		1						
← #4934 - Coach, Bunk	←		1						
← #3334 Box, ←	←		1						
← #194 Box - Foreman	←		1						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Respace Signal Poles to Permit
B relocation Wye Tracks.
C
D
E
F

* Note: Also report locomotive and automobile miles.

Sig. #5
Daily # 3
Oct. 7, 1954

Correct F. L. Cole, Engr. Dept.
Title S. P. Co.

Approved G. L. Herbert
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location MP 622, Diablo G.M.O. No. 57707

Gang Signal No. 5 Report No. 2 Daily ~~or Weekly~~ Ending October 6 19 54

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman G.E. Rhodes @ 441.16 plus mon.									8		
Signalman									8	2.085	
									32	2.021	
Asst. Signalman									8	1.769	
Helper									8	1.721	
									Total Labor	64	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
SPCo. Dodge Van Truck Pd	Mi.		9						
Gasoline	Gal		1						
Outfit Cars									
SPMW 932 Box - Mat'l.	Day		1						
923 [redacted]	"		1						
1994 Coach Bunk	"		1						
3394 Box	"		1						
199 " Foreman	"		1						
									Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Replace Signal Poles To
B Permit Relocation Wye Tracks
C
D
E
F

* Note: Also report locomotive and automobile miles.

Sig. # 5
Daily # 2
Oct. 6, 1954

Correct T. B. Cole, Engr. Insp.
Title-S. P. Co.

Approved W. F. Herbert
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location MP 622, Divide G.M.O. No. 57707

Gang Signal Gang #5 Report No. 1 Daily ~~or Weekly~~ Ending October 5 1954

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Signal Foreman G.E. Rhodes @ 44.16/168 mon.									8		
Signalman									8	2.085	
									32	2.021	
Asst.									8	1.769	
Helper									8	1.721	

Total Labor 64 hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
SPCo Dodge Van truck P-6	Mi.		11						
Gasoline	Gal.		1						
Outfit Cars									
SPMW 932 Box - Mat'l.	Car		1						
" 933 " Tool	"		1						
" 4594 Coach Bunk	"		1						
" 3394 Box "	"		1						
" 199 " Foreman	"		1						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Respace Signal Poles to
B	permit Relocation Wye tracks.
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sig. # 5
Daily # 1
Oct. 5, 1954

Correct F D Cole, Engr Insp
Title-S. P. Co.

Approved S. L. Kleiber
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location MP622. Divide G.M.O. No. 57707

Gang Signal # 5 Report No. 1 Material Oct. 1954

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
40 Ft. Creo. Poles	Ea	20.95	4						
PL 22478 5/9/54									
PL 22477 5/9/54									
10 Pin Crossarms	Ea.	3.34	8						
1/2 X 9 1/2" Crossarm Pins	Ea.	.32	28						
No. 17 Glass Insulators	Ea.	.13	28						
3/8 X 4 1/2" Carriage Bolts	Ea.	.06	8						
1/4 X 4 1/2" Lag Screws	Ea.	.09	4						
2 x 2 x 1/4" Square Washers	Ea.	.03	32						
1/4 X 24" Crossarm Braces	Ea	.44	8						
5/8 X 10" Double Arming Bolts	Ea.	.53	8						
5/8 X 10" Mach. Bolts	Ea.	.39	4						
									Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Respace signal poles account
B	Relocation Wye tracks.
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sig. No. 5
Mc Ill.
Oct. 1954

Correct F. L. Cole Engr. Supv.
Pac.-S. P. Co.

Approved G. L. Weiher
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location MP682, Divide G.M.O. No. 57707

Gang Signal No. 5 Report No. 2 Daily or ~~Weekly~~ Ending Material October 1934

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Credit State with released Pole Line.											
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Removed S.H. Mat'l.									
5 Pile Fir Poles - 35 ft.	Ea.		4						
8 Pin Wood Crossarms	"		4						
5/8 x 14" Bolts, Mach.	"		4						
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Credit State 80% of above Materials at current new prices, per GAM - 299.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Sig. No. 5
Mat'l. No. 2
Oct. 1934

Correct F. D. Cabe, Engr. Insp.
Title S. P. Co.

Approved G. L. Kleiber
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate SPCo. Wye Location MP 622 - Divide G.M.O. No. 57707

Gang Division Engr. Report No. 1 ~~Daily~~ or (Weekly) Ending Dec 31 19 54

← 1 Daily — Dec. 28 ←

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector			T.D. Cole @ 405.20					mo.	4	2.2011	

Total Labor 4

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Lunch	Ea.	.110	1						.110

Total Material .110

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection grading.
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Div. Engr
Engr #1
Insp #1
11 1 54

Correct T.D. Cole Engr. Inspr
Title-S. P. Co.

Approved G. L. Clarke
Res. Engr. State Highway Dept.

152

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location MP 622 - Divide G.M.O. No. 57709

Gang Divn. Engr. Report No. 2 ~~Daily~~ or (Weekly) Ending Jan 8 19 35

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector T.D. Cabe @ 405 per month									11 3/4	2.4107	

Total Labor 11 3/4

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Breakfast	Ea.	.90							.90
Lunch	✓	1.10							1.10
Dinner en train # 28									
Eugene to Portland	✓	2.10							2.10

Total Material 4.10

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Riding time on train #329 Portland to Eugene. Inspection drainage and grade - new Wye.

* Note: Also report locomotive and automobile miles.

Divn Engr. Weekly #2 1/8/35

Correct F D Cabe Engr. Insp.
Title-S. P. Co.

Approved A. L. Clarke
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location Mecca - Divide G.M.O. No. 5770-7

Gang Divn. Engr. Report No. 1 ~~Daily or Weekly~~ Ending Jan 8 19 55

Supplemental

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Supplemental to Daily Report No. 3, Jan 6, 1955 — Weekly — No 2 Jan 8, —											
Note { Amount, 1 Hotel Bill of 3.00 for Jan. 6 Left off Jan. 7th Report and Expense Account Form C.S. 148 for Jan. in error. To be added to Feb. C.S. 148 form with explanation.											
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense Engr. & Insp. T.D. Cobb									
Hotel	Ea.	3.00	1						3.00

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location DF 622 - Divide G.M.O. No. 57707

Gang Division Engr. Report No. 3 Daily or ~~Weekly~~ Ending Jan 6 19 55

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector T.D. Cabe @ 405.00 mo.									3	2.4107	
Total Labor									3		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Breakfast	Ea.	.90	1						.90
Lunch	—	1.10	1						1.10
Dinner en trip #20, Eugene to Portland	—	2.10	1						2.10
Total Material									4.10

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection drainage for grading
B at new wye location.
C
D
E
F

* Note: Also report locomotive and automobile miles.

Div. Engr, Daily # 3 1/6/55

Correct T.D. Cabe Engr. Insp.
Title-S. P. Co.

Approved W. L. Clarke
Res. Engr. State Highway Dept.

1-58

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location MP 622 - Divide G.M.O. No. 57707

Gang Division Engr Report No. 2 Daily or ~~Week~~ Ending Jan 5 19 55

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector			T.D. Cabe G 40588						3 3/4	2.4107	
									Total Labor	3 3/4	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location MP622 - Divide G.M.O. No. 57707

Gang Division Engr Report No. 3 ~~Daily or~~ (Week) Ending Jan 15 19 35

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to Report									
Total Material									

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct F H Cole, Title-S. P. Co.

Approved H. L. Parker Res. Engr. State Highway Dept.

Divn. Engr
Weekly #3
1/15/35

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location MP622 - Divide G.M.O. No. 57707

Gang Division Engr Report No. 4 ~~Daily~~ (Week) Ending Jan 22 19 55

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector T.D. Cabe @ 405.00									12	2.410T	
									Total Labor	12	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Breakfast	Ea	1.00	1						1.00
Lunch	"		2						2.05
Dinner	"	1.70	1						1.70
Hotel	"	3.50	1						3.50

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location NP622 - Divide G.M.O. No. 57707

Gang Division Engineer Report No. 5 Daily ~~or Week~~ Ending Jan 18 19 55

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector	J. D. Cabe @ 405 00								4	2.4107	
									Total Labor	4	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Breakfast	Ea.	.50	1						
Lunch	"	1.10	1						

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location MP 622 - Divide G.M.O. No. 57707

Gang Div'n. Engineer Report No. 4 Daily or Week Ending Jan 17 19 55

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector T. D. Cabe @ 415 mo									8	2.4057	
Total Labor									8		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Lunch	Ea.	.95	1						.95
Dinner	"	1.70	1						1.70
Motel	"	3.50	1						3.50
Total Material									6.15

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Investigate location Wye (Prop).

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Div. Engr.
Daily # 4
1/17/55

Correct T. D. Cabe, Engr. Inspr.
Title-S. P. Co.

Approved G. L. Parker
Res. Engr. State Highway Dept.

1-50

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye track Location Mp 622 - Divide G.M.O. No. 57747

Gang Divn. Engr Report No. 5 ~~Daily~~ (Week Ending) Jan 29 19 55

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector			T.D. Cole						32	2.4167	
									Total Labor	32	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Breakfast	Ea		3						2.90
Lunch	"		4						4.30
Dinner	"		3						4.90
Hotel	"	3.00	3						12.00

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location MP 622 - Divide G.M.O. No. 5-T-704

Gang Divn. Engr Report No. 9 Daily ~~or Week~~ Ending Jan 28 19 55

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector				J D Cabe					8	2.9167	

Total Labor 8

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Breakfast	Ea	.90	1						.90
Lunch	"	1.05	1						1.05
Hotel	"	5.00	1						5.00

Total Material 7.85

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection - Account proposed
B	location Wye.
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Div. Engr.
Daily: 9
1/28/55

Correct J D Cabe Engr Insp.
Title-S. P. Co.

Approved N. L. Heukin
Res. Engr. State Highway Dept.

WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location MP 622-Divide G.M.O. No. 57707

Gang Div. Engr. Report No. 8 Daily ~~or Week~~ Ending Jan 27 19 55

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector T. D. Cabe Engr									8	24.10	

Total Labor 8

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Breakfast	Ea	.85	1						.85
Lunch	"	1.10	1						1.10
Dinner	"	1.60	1						1.60
Hotel	"	3.00	1						3.00

Total Material 6.75

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection - Account proposed location Wye.
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Div. Engr.
Daily 8
1/27/55

Correct T. D. Cabe Engr. Inspr.
Title C. P. Co.

Approved L. L. Oeken
Res. Engr. State Highway Dept.

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL

Project Relocate Wye tracks Location MP 622 - Divide G.M.O. No. 57707

Gang Divn. Engr Report No. 7 Daily ~~or Week~~ Ending Jan 24 19 55

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector T. D. Cobe @ Has to									8	2.4101	

Total Labor 8

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									.95
Breakfast	Ea.	.95	1						1.05
Lunch	"	1.05	1						1.65
Dinner	"	1.65	1						3.00
Hotel	"	3.00	1						

Total Material 6.65

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection - Account proposed
B Station Wye.
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct T D Cobe Engr. Insp. Title S. P. Co.

Approved W. L. Clarke Res. Engr. State Highway Dept.

Divn. Engr
Daily # 7
1/26/55

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location ALP 622 - Divide G.M.O. No. 57707

Gang Division Engr Report No. 6 Daily ~~or Weekly~~ Ending Jan 25 19 55

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector F.D. Cabe @ 465									8	2.4107	

Total Labor 8

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Lunch	Ea.	1.10	1						1.10
Dinner	"	1.65	1						1.65

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location Divide G.M.O. No. 57707

Gang Divn. Engr. Report No. 7 Daily or Week Ending Feb. 5 19 55

Report No. 8 - Week Ending Feb. 12

Report No. 9 - Week Ending Feb. 19

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location Alazz-Divide G.M.O. No. 57727

Gang Divn. Engr Report No. 6 Daily or Week Ending Jan 31 19 55

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
			Nothing to Report						
Total Material									

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct T. C. Cole Engr. Mgr.
Title-S. P. Co.

Approved G. L. Kleiber
Res. Engr. State Highway Dept.

Divn. Engr
Weekly file
1/31/55

1-52

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

1-7702

Project Relocate Wye tracks Location Divide G.M.O. No. 57107

Gang Divis. Engrs Report No. 10 ~~Daily~~ Week Ending Feb. 26 19 55

~ 10 Daily ~ Feb 23 ~

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector T. D. Cabe (a) three									4	2.6645	

Total Labor 4

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location Divide S.M.O. No. 57707

Gang Divn Engr Report No. 12 Daily or Week Ending March 5 19 55

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to Report									
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

Divn Engr Note: Also report locomotive and automobile miles.

Weekly #12
4/5/55

Correct J. D. Cate Engr. Supr
G. L. Wheeler Asst. Engr.

Approved _____
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Nye Tracks Location Linda G.M.O. No. 57707

Gang Div'n. Engr. Report No. 11 Daily or ~~Week~~ Ending Feb. 28 19 55

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to Report									
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Div. Engr.
Weekly #11
2/28/55

Correct J. A. Cole, Engr. Supv. Tks.
Tks-S. P. Co.

Approved L. L. Baker
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location Divide G.M.O. No. 57702

Gang Divn. Engr. Report No. 13 Daily or (Weekly) Ending March 12 1955

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector	T. D. Cate Engr								16	2.2011	
									Total Labor	16	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
Hotel	Ea.	3.00	2						6.00
Breakfast	"		2						1.90
Lunch	"		2						2.80
Dinner	"		2						3.40

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

L-7702

Project Relocate Wye tracks Location Divide G.M.O. No. 57207

Gang Divn. Engr Report No. 12 Daily Week Ending March 11 19 55

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector T. D. Cabe									8	2.2011	

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye tracks Location Divide G.M.O. No. 67202

Gang Divn. Engr. Report No. 11 Daily ~~Weekly~~ Ending March 10 1955

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector T. D. Cabe @ 445 3 Mon.									8	2.2011	
Total Labor 8											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Hotel	Ea.	3.00	1						3.00
Breakfast	"	.90	1						.90
Lunch	"	1.00	1						1.00
Dinner	"	1.60	1						1.60
Total Material									6.50

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Check alinement Wye tracks.
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Divn. Engr. Daily # 11 4/10/55

Correct T. D. Cabe Engineer Inspr.
Title-S. P. Co.

Approved G. L. Parker
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location MP 622, Divide S.M.O. No. 59707

Gang Divn. Engr. Report No. 17 ~ 18 Daily or Week Ending ~ April 12 ~ April 9 19 55 ~

Class of Labor \ Sub-Division of Work	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Nothing to Report

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct T. C. Cole, Engr. Insp.
Title-S. P. Co.

Approved S. L. Herbert
Res. Engr. State Highway Dept.

Divn. Engr.
Weekly #17, 18
4/9/55, 4/16/55

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location Divide G.M.O. No. 57717

Gang Divn. Engr. Report No. 14, 15, 16 Daily or (Weekly) Ending March 19, 26, 31 1955

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to Report									
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Divn. Engr.
Weekly Report No. 14, 15, 16
Ending March 19, 26, 31, 1955

Correct T. A. Cole, Engr. Inspector
Title-S. P. Co.

Approved L. T. Benbow
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Wye Tracks Location MP 622 Divide G.M.O. No. 57707

Gang Divn. Engr. Report No. 19, 20 Date ~~—~~ Week Ending April 16, April 23 19 55

~ -21 week & Month ending April 30 1955

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
			Nothing to Report						
Total Material									

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Divn. Engr.
Weekly # 19 - Ending 4/16/55
~ " #20 ~ 4/23/55
~ " #21 ~ 4/30/55

Correct J. D. Cole Engr. Insp. Wye-S. P. Co.

Approved G. L. Nesbett Res. Engr. State Highway Dept.

4184

4186

RECEIVED
FEB 11 1957
FOR FILING

ER-16(3)

Form PR 2 (Revised 1950)

CPR8-2393

State Oregon

Project No. ER-16(3)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of February, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of February, 1956, a program, which was approved on the 17th day of April, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 3rd day of January, 1957, and the sum of eleven thousand, five hundred and 00/100 dollars ($ 11,500.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Flood damage repair between LN Stations 1060 and 1068, in Divide,

, length 0.000 miles, in Lane County, being Oregon project No. ER-16(3), consisting of 0.000 miles of roadway and no bridges, each of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11879-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eleven thousand, five hundred and 00/100 dollars ($ 11,500.00), which does not exceed the authorized Federal pro rata share of twenty three thousand, and 00/100 dollars ($ 23,000.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

16—11379-4

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

District Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-8 A4.62

February 6, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Divide Section, Project No. ER-16(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:ia

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Divide Section
Pacific Highway
Lane County

NATURE OF WORK:

Slide Removal

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

DATE OF COMPLETION:

REMARKS:

Work performed by State Forces.
Emergency Relief Project

December 18, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of estimate as basis for project agreement and five copies of plan title sheet for the Divide Section, Project No. HR - 16(3)

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JM:cr

December 18, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of estimate as basis for project agreement and five copies of plan title sheet for the Divide Section, Project No. ER - 16(3)

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWiscr

Oregon State Highway Department

Federal Aid Proj-
ject No. BR-36(3)

DIVIDE SECTION OF THE PACIFIC
HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on estimate cost of work under Price Agreement No. 17, Contract No. 4106.)

Salem, Oregon December 4, 1956

Type Code 0010
Roadway (Sta. 1050+00 through Sta. 1063+89.39 - 1065+68.83 to Sta. 1068+00) (H.P. 150.0) (Price Agreement No. 17, Contract No. 4106)

70,000 Cu. Yds.	Slide Removal	$0.32	$22,400.00
	Subtotal		$22,400.00
	Engr. & Cont.		600.00
	Total		$23,000.00

Length of Roadway 0.000 miles

Federal Funds	$11,500.00
State Funds	11,500.00
	$23,000.00

State Funds for Const.: Chapter 175, Laws, 1917; Chapter 31, Laws 1939; Chapter 529, Laws 1939.

State Funds for Maintenance: Chapter 529, Laws 1939.

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DEC 10 1956
FOR FILING

FA-1(2)
Lm Bel

December 7, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Approval is requested of arrangements whereby the work on emergency relief project ER-16(3), Item No. 32, was performed by the contractor holding the contract for grading work on the Coast Fork Willamette River-Divide Section, Federal-aid Project No. I(52)-FI-161(22), at an agreed unit price.

The work consisted of the removal of a large cut slide between Stations 1060 (through 1063+89.39 equals 1045+68.83) to 1048 of said project I(52)-FI-161(22), and of the disposal of the slide material. The quantity involved was approximately 73,000 cubic yards. The price agreed upon was 32¢ per cubic yard, including haul up to 1,200 feet.

Of the difference of 9¢ per yard between the agreed price for slide removal and the contract price for general excavation, 3¢ is accounted for by the longer free haul and the remaining 6¢ by the fact that the slide material was "soupy" and therefore more difficult to handle than was the roadbed excavation to which the 23¢ contract price applied.

Our reasons for having the work performed by the contractor at an agreed price were:

1. Having the work done by the main contractor would avoid difficulties and possible claims resultant from having the work done by another contractor.

2. Nature of the materials to be moved was such as to make the work unattractive to other contractors.

3. Consideration of the nature of the materials to be moved indicated the price offered by the main contractor to be lower than could be obtained through either competitive bidding or force account performance.

A copy of our price agreement with the contractor was sent to you on June 8, 1956. The work was performed between June 10 and August 10, 1956.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SMP:ia

S-104(2) Jasper Bridge-Pleasant Hill 1954
Sec., Springfield-Creswell Hwy.
#4187

S-104(2)

April 3, 1956

FINAL COST ANALYSIS

Jasper Bridge-Pleasant Hill Section
Contract No. 4187

Springfield-Creswell Secondary Hwy.
Prefix: 120-1093 S-104 (2)

Bridges, Grading & Paving
Acme Construction Co., Contractor
H. E. Mayfield, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$4,500.00	$	$ 3,809.61	$ 4,500.00
Structural Excavation	227.78	Cu.Yd.	3.00	2.28	519.94	683.34
General Excavation	37,789.5	Cu.Yd.	.25	.25	9,430.83	9,447.38
Embankment in Place	25,300.1	Cu.Yd.	.34	.28	7,099.30	8,602.03
Short Overhaul	123,917.4	Yd. Sta.	.01	.0083	1,037.60	1,239.17
Long Overhaul	5643.6	C-Yd.Sta.	.35	.28	1,567.59	1,975.26
Finish R/B & Slopes	2.69	Mile	450.00	417.70	1,123.80	1,210.50
Rounding Cut Banks	2850	Lin.Ft.	.15	.11	316.37	427.50
6" Perf.Metal Drain Pipe Coated	80	Lin.Ft.	1.75	1.72	137.77	140.00
12" Concrete Culvert Pipe	555	Lin. Ft.	1.90	1.46	912.74	1,054.50
18" Concrete Culvert Pipe	522	Lin. Ft.	3.20	3.01	1,571.94	1,670.40
24" Concrete Culvert Pipe	267	Lin. Ft.	4.25	3.88	1,035.71	1,134.75
Salvage Culvert Pipe	148	Lin.Ft.	1.75	1.33	196.19	259.00
Class "A" Conc.in Box Culv.	43.29	Cu.Yd.	50.00	50.00	2,164.50	2,164.50
Metal Rein.in Box Culv.	4160	Lbs.	.12	.12	499.20	499.20
Selected R/B Topping	38,200.5	Cu.Yd.	.44	.38	14,528.33	16,808.22
Hauling R/B Topping	67,754.75	Yd.Mi.	.16	.15	9,938.65	10,840.76
3/4"-0 Material in Level Course & Shoulders	6.017	Cu.Yd.	2.80	2.36	14,206.04	16,847.60
Sprinkling	873.4	M/Gal.	2.50	1.91	1,669.27	2,183.50
3/4"-0 Material inBinder Crs.	440	Cu.Yd.	4.50	3.43	1,507.67	1,980.00
Class "B" Asphaltic Concrete	7,482.203	Ton	6.75	6.48	48,507.51	50,504.87
Aggregate in Shoulder Oiling	601.5	Cu.Yd.	5.50	4.48	2,696.45	3,308.25
150-200 Asph.in Shldr.Oiling	84.54	Ton	43.00	39.52	3,341.16	3,635.22
3/4"-½" Cr.Mat'l in Stockpile	810.98	Cu.Yd.	3.00	2.62	2,120.10	2,432.94

NOTED State Highway Engineer

Contract No. 4187

Item	Quantity	Unit	Unit $Bid	Unit Cost	Total Cost	Gross Revenue
½"-¼" Cr.Mat'l in Stockpile	782.19	Cu.Yd.	$ 3.00	$ 2.62	$ 2,051.14	$ 2,346.57
¼"-#10 Cr.Mat'l in Stockpile	421.35	Cu. Yd.	3.00	2.62	1,090.13	1,264.05
Furnish Treated Timber Piling	1100	Lin.Ft.	.90	.90	990.00	990.00
Drive Timber Piles	55	Each	44.00	44.00	2,420.00	2,420.00
Class "A" Conc.in Bridges	281.43	Cu.Yd.	57.50	57.50	16,182.23	16,182.23
Metal Rein. in Bridges	90.621	MFBM	270.00	270.00	1,441.80	1,441.80
8" Metal Drain Pipe Coated	64	Lin.Ft.	3.00	3.00	192.00	192.00
PA#1 Install 4" Steel Water Pipe with Connection	60	Lin. Ft.	1.65	1.65	99.00	99.00
PA#1 Install 3" Steel Water Pipe with Connection	55	Lin.Ft.	1.05	1.05	57.75	57.75
PA#2 Hog Wire Fence	248.75	Rods	4.20	4.20	1,044.75	1,044.75
PA#2 Install Metal Gates	5	Each	72.00	72.00	360.00	360.00
PA#3 36" Concrete Pipe	63	Lin.Ft.	10.00	9.52	599.63	630.00
PA#4 6" " "	51	Lin.Ft.	1.25	.76	38.58	63.75
PA#5 Lay Salvage 36 Conc.Pipe	32	Lin.Ft.	5.25	3.99	127.64	168.00
PA#5Furn. & Place 1" Steel Water Pipe	63	Lin.Ft.	2.30	.82	51.65	144.90
PA#6 SC-4 Asph.in Binder Crs.	56.99	Ton	48.25	46.37	2,642.68	2,749.77
PA#7 Install Salvaged Guard Rail	200	Lin.Ft.	2.00	1.76	351.35	400.00
PA#8 Cement Adj.favor of Contractor.	1.8	BBL.	4.37	4.37	7.87	7.87
PA#9 Pile Shoes	15	Each	3.15	3.15	47.25	47.25
PA#10 RS-1 Asph in Fog Coat	2.65	Ton	90.00	60.57	160.52	238.50
PA#11 Aggr.in Seal Coat	481	Cu.Yd.	2.25	2.00	962.59	1,082.25
Force Account					937.17	1,080.43
					171,042.31	186,528.07

Gross Revenue	186,528.07
Total Cost	171,042.31
Profit	15,485.76

Net Profit equals 8.3% of Gross Revenue

Contract No. 4187

DETAIL OF COSTS
Acme Construction Co., Contractor

Labor				$ 51,552.95	
Labor Ins.				3,196.28	
					$ 54,749.23
Materials:					
6" Perf. Metal Drain Pipe	80'	at	$ .99	$ 79.20	
6" " " " Bands	3	"	.90	2.70	
8" " " " Pipe	64'	"	1.30	83.20	
8" " " " Bands	3	"	1.20	3.60	
6" Concrete Pipe	51'	"	.18	9.18	
12" Concrete Culv. Pipe	555'	"	.90	499.50	
18" " " "	522'	"	1.85	965.70	
24" " " "	267'	"	2.50	667.50	
36" " " "	63'	"	5.75	362.25	
150-200 Asphalt inc. Freight	84.54 tons	"	28.10	2,375.57	
SC-4 Asphalt	56.99 tons	"	29.50	1,681.21	
RS-1 Asphalt	2.65 tons	"	29.50	78.18	
86-100 Asphalt	450 tons	"	27.50	12,375.00	
					19,182.79
Equipment Rentals & Misc. Supplies:					
Equipment Rentals Owned				$ 41,505.75	
Equipment Rentals Hired				675.50	
Gas, Oil & Grease				7,375.40	
Heating Oil				2,162.79	
Bond				1,398.96	
P U C				75.50	
PL & PD Ins.				653.93	
Small Tools & Misc. Supplies				1,550.00	
Home Office & General Overhead				4,502.65	
Paid to Snook Brothers for all of the Concrete Work in Box Culvert & Bridges				33,713.29	
Move In Freight & Cartage				1,475.60	
Amount Paid to Shirley Stone for Price Agreements				2,020.93	
					97,110.29
T O T A L C O S T -					$171,042.31

Remarks:

This was a Federal Aid Secondary Project calling for building two bridges and grading and paving 2.69 miles of highway roadbed on the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Secondary Highway in Lane County.

The contract was bid April 2, 1954, awarded May 14, 1954, work started May 25, 1954 and the project completed July 18, 1955.

The clearing, excavation, pipe installation and the topping were done by Rex Ayres and Shirley Stone, grading contractors. Equipment used on the clearing was one D-8 Cat & Dozer and two Power Saws, and a crew of seven men. The excavation was done with two Turnapulls, one D-8 Cat & Carryall, two D-W 10's and two Push Cats. Good progress was made on the excavation.

The topping was loaded into two D-W 10's and two Turnapulls, which were partially loaded with a D-6 Push Cat, and the balance of the material was loaded with a 3/4 C.Y. Dragline Shovel. Also, 7 - 6C.Y. trucks were used and a Cat Blade doing the street work.

The contractor moved in his 3 crusher crushing plant to a privately owned gravel pit and crushed approximately 15,539 C. Y. of gravel in 325 hours, for an average of 48 C.Y. per hour for this project. The asphaltic concrete aggregate was stockpiled at Station 80, adjacent to the highway.

The contractor moved in and set up his 2000# batch paving plant and started producing and laying alphaltic concrete May 11, 1955. A total of 7,482 tons was laid in 158 hours for an average of 47 tons per hour.

The two bridges and the box culvert were installed by Snook Brothers, cement contractors, at bid prices.

The contractor had good bid prices, good equipment, personal supervision, realizing a good profit.

R. D. Asburry
Chief Cost Analyst

By: George Kayser

RECEIVED
OCT 14 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) October 12, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4187	11-Final	Acme Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20545	B-133914	$ 5,732.66	10/12/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1954

Time Extensions: to July 18, 1955 without penalty

Completion Date: July 18, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-13-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 13 1955

RECEIVED
SEP 27 1955
FOR FILING

4-144(2)
#187

September 26, 1955

CERTIFIED MAIL

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

State Highway contract No. 4187 for work performed on the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Secondary Highway in Lane County was completed by the contractor, Acme Construction Company, on July 18, 1955, and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $5,732.66 will be released to the contractor on or after October 6, 1955. The total contract amount is $186,528.07, of which amount $1,080.43 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Pacific Indemnity Company
Victor S. Risley Company
808 Board of Trade Bldg.,
Portland 4, Oregon

Withdrawn
JC

RECEIVED
AUG 30 1955
FOR FILING

-104(2)
4187

August 29, 1955

CERTIFIED MAIL

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Acme Construction Co. on contract No. 4187, covering the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Secondary Highway in Lane County.

This payment, in the amount of $10,017.15, will be released to the contractor on or after September 8, 1955. The retained percentage is $5,591.61.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 23 1955
FOR FILING

August 22, 1955

Acme Construction Co.
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 11 had under discussion your request for an extension of time from October 15, 1954 to July 31, 1955 within which to complete your contract No. 4187, covering the Jasper Bridge--Pleasant Hill Section of the Springfield--Creswell Secondary Highway in Lane County.

We are pleased to inform you that the Highway Commission granted your request to July 15, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for your failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Wavarde,
Division Engineer

Harley E. Mayfield
Resident Engineer

H. O. Smith,
Construction Engineer

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FOR FILING

S-104(2)

4182

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1955

SUBJECT:

AGENDA
NOV 1 1955
5 h

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glasyer
BY DEPUTY STATE HIGHWAY ENGINEER

AGENDA
NOV 3 1955
EC-1

Attached are four copies of an abandonment resolution covering the Jasper Bridge-Pleasant Hill section of the Springfield-Creswell Secondary Highway No. 222 in Lane County. The resolution has been checked in this office and may now be presented to the Highway Commission for adoption.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:mm
Att.

RECEIVED
NOV 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1955
FOR FILING

July 27, 1955

Request for extension of time
No. 9
August 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Acme Construction Company for an extension of time on the Jasper Bridge-Pleasant Hill Section, Springfield-Creswell Secondary Highway, Contract No. 4187, from October 15, 1954 to July 31, 1955.

Extremely unfavorable weather last fall prevented the completion of the paving on this section, and the Engineer requested that the work be deferred until this spring. The work was actually completed on July 18, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP lg

RECEIVED
JUL 28 1955
FOR FILING

S. 1 w E.
4187

July 27, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 18, 1955 on Contract No. 4187, Jasper Bridge-Pleasant Hill Section, in Lane County, in connection with Federal Aid Project No. S-104 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HJW:bb

cc: John Cattrall

FORM E-183 50M REVISED 3-55

RECEIVED
JUL 27 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

4187

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 26th, 1955

NOTED
W. C. WILLIAMS

Acme Construction Co.
P. O. Box 306
Eugene, Oregon

Gentlemen:

This is written in reply to your letter of July 9th, 1955 in which you ask for an additional $0.025 per yard mile on the selected roadbed topping on Contract #4187, Jasper Bridge-Pleasant Hill Section. Your letter gives no basis on which the claim may be analyzed. Therefore, we have made a study of the matter, and our findings are as follows:

The plans for this project called for net yard miles for placing the topping of 86,156 (gross 94,000). The final quantities, subject to checking, were 67,755 yard miles. On this basis the haul item underran the net by 18,401 yard miles, a substantial portion of which was caused by the fact that at the contractors' request the topping was taken from the Forcum bar at the southerly end of the Jasper Bridge rather than from the Tennis bar as specified in the contract.

In addition to the above it appears that the haul item was overestimated on the plans. This claim was apparently instituted by Ayers who came to this office and claimed to be a subcontractor for you and stated that he felt that he had a claim for additional compensation. However, he gave no basis for his claim, and furthermore the records in this department do not substantiate Mr. Ayers' contention that he was a subcontractor. The price for haul on this project was not inconsistent with other bids for like projects, and furthermore it appears that the contractor was favored by a change of source which reduced the somewhat disagreeable haul from the pit about a mile distant from the highway.

In view of the above, the claim will be denied.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams
Tom Edwards

RECEIVED
JUL 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 1955

Section Jasper Bridge- Pleasant Hill

Highway Springfield-Creswell Secondary

Contractor Acme Construction Co.

Date of contract May 14, 1954

Date work started May 15, 1954

Amount of contract $191,885.38

Estimated cost of completed project, exclusive of engineering $189,929.59

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date $18,725.68, 124 %

Kind of work Bridges-Grading and Paving

Section prefix 120-1093

Contract number 4187

Date of completion October 15, 1954

Estimated date of completion July 18, 1955

Per cent of time elapsed 428/154 278 %

Date project was completed July 18, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On the weekend after the last weekly report had been prepared and submitted the contractor completed the finishing work requested by Mr. Edwards.

This will be the last weekly report on this project.

MAILED OSCAR CUTLER

Signed H.E. Mayfield

Address Rm. 4, 506½ Main St., Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.69	2.69			2.69
Miles partially completed					
Miles completed	2.69	2.69			2.69
Total estimated quantities	67,900 CY	38,600 CY	2,000 CY	5,100 CY	7,500 T
Estimated quantities moved or placed to date	64,378 CY	38,200 CY	2,016 CY	5,500 CY	7,482 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Overcast		
Saturday			

State Printing

FORM E-230X 2M 8-52

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

TOM EDWARDS, DIVISION ENGINEER
ROSEBURG, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 15, 1954

Acme Construction Company
P. O. Box 306
Eugene, Oregon

Gentlemen:

We consider your prosecution of the surfacing work on the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Secondary Highway to be extremely dilatory. As you know this section is now ready for a prime coat, and we shall expect it to be applied. Mr. Mayfield will work out the details of application with you.

If such action is taken forthwith, the State will then assume the maintenance of the section for the winter and until such time as it is possible for you to apply the asphaltic concrete paving. If such action is not taken, it will then be necessary to maintain this section by blading throughout the coming winter. No doubt application of additional surfacing materials will be also required.

We shall expect this cost to be borne by your company, either through the actual prosecution of the work or by deduction of the necessary cost from your contract, which the State of Oregon will experience if the work is done by the State.

Very truly yours,

Tom Edwards
Division Engineer

TE:gb
cc: W. G. Smith

NOTED
FORREST COOPER

Form PR 2 (Revised 1950)

U.S. 139

State Oregon

Federal Aid Secondary Project No. S-104(2)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of January, 1954, a program, which was approved on the 5th day of February, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 17th day of March, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred fourteen thousand 00/100

dollars ($ 114,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

RP

97,000 lbs. Steel Reinforcement in Bridges U.S. $9,000.00

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 7+94.78 in the SE 1/4, Section 15, T. 18 S., R. 2 W., W.M., and survey station 152+04 in the SE 1/4, Section 24, T. 18 S., R. 2 W., W.M., without exception,

, length 2.729 miles, in Lane County, being Oregon Federal Aid / Secondary project No. S-104(1), consisting of 2.686 miles of roadway and two bridges, each of more than 20 feet clear span, 0.043 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred fourteen thousand and 00/100 dollars ($ 114,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-eight thousand, eight hundred ninety-five and 40/100 dollars ($ 198,895.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

35	[illegible]		
200	cu. yds.	Class "A" [illegible]	1[illegible]0.00
62,000	lbs.	Metal Reinforcement in Bridge[illegible]	693.00
			540.00
			500.00
			820.00

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

Attest _____
SECRETARY

By _____
Member, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____ Acting *Division Engineer,*
Bureau of Public Roads.

A4.62

U. S. GOVERNMENT PRINTING OFFICE 16—11379 5

RECEIVED
OCT 7 1954
DIVISION 6

SEP 7 1954

OCT 13 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-104 (2)

JASPER BRIDGE-PLEASANT HILL SECTION

OF THE SPRINGFIELD-CRESWELL HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1954

Type Code 6201
Roadway (Sta. 7+94.78 to Sta. 152+04) (Contract No. 4187)

All Required		Clearing and Grubbing			$ 4,500.00
340	cu. yds.	Structural Excavation, Unclassified	$	3.00	1,020.00
36,900	cu. yds.	General Excavation, Unclassified		0.25	9,225.00
31,000	cu. yds.	Embankment in Place		0.34	10,540.00
131,000	yd. sta.	Short Overhaul		0.01	1,310.00
7,100	C-yd. sta.	Long Overhaul		0.35	2,485.00
2.69	miles	Finishing Roadbed and Slopes		450.00	1,210.50
3,200	lin. ft.	Rounding Cutbanks		0.15	480.00
200	lin. ft.	6-inch Perforated Metal Drain Pipe		1.75	350.00
30	cu. yds.	3/8" - 0 Backfill in Drains		4.00	120.00
330	lin. ft.	12-inch Concrete Pipe		1.90	627.00
750	lin. ft.	18-inch Concrete Pipe		3.20	2,400.00
310	lin. ft.	24-inch Concrete Pipe		4.25	1,317.50
160	lin. ft.	Salvaging Culvert Pipe		1.75	280.00
34	cu. yds.	Class "A" Concrete in Box Culverts		50.00	1,700.00
4,300	lbs.	Metal Reinforcement		0.12	516.00
38,600	cu. yds.	Selected Roadbed Topping		0.44	16,984.00
94,000	yd. mi.	Hauling Roadbed Topping		0.16	15,040.00
5,100	cu. yds.	3/4" - 0 Material in leveling Course and Shoulders		2.80	14,280.00
900	M-gal.	Sprinkling		2.50	2,250.00
360	cu. yds.	3/4" - 0 Material in Binder Course		4.50	1,620.00
60	tons	RC-3 Asphalt in Binder Course		48.25	2,895.00
7,440	tons	Class "B" Asphaltic Concrete		6.75	50,220.00
620	cu. yds.	Aggregate in Shoulder Oiling		5.50	3,410.00
50	tons	150-200 Asphalt in Shoulder Oiling		43.00	2,150.00
14	tons	RS-1 Asphalt in Shoulder Oiling		48.50	679.00
		Subtotal			$147,609.00
		10% Engr. & Cont.			14,760.90
		Total			$162,369.90

Type Code X021
Bridge No. 7880 (Sta. 14+40 to 15+90) (Contract No. 4187)

40	tons	Class "B" Asphaltic Concrete	$	6.75	$ 270.00
770	lin. ft.	Furnish Treated Timber Piling		0.90	693.00
35	only	Drive Timber Piles		44.00	1,540.00
200	cu. yds.	Class "A" Concrete in Bridges		57.50	11,500.00
62,000	lbs.	Metal Reinforcement in Bridges		0.11	6,820.00

3.5	M-FBM	Treated Lumber	$270.00	$ 945.00
45	lin. ft.	8-inch Metal Drain Pipe	3.00	135.00
				$21,903.00

Type Code 1021
Bridge No. 7890 (Sta. 27+13 to Sta. 27+88) (Contract No. A167)

20	tons	Class "B" Asphaltic Concrete	$ 6.75	$ 135.00
430	lin. ft.	Furnish Treated Timber Piling	0.90	387.00
20	emly	Drive Timber Piles	44.00	880.00
100	cu. yds.	Class "A" Concrete in Bridges	57.50	5,750.00
32,000	lbs.	Metal Reinforcement in Bridges	0.11	3,520.00
2.0	M-FBM	Treated Lumber	270.00	540.00
30	lin. ft.	8-inch Metal Drain Pipe	3.00	90.00
				$11,302.00

Subtotal	33,205.00
10% Engr. & Cont.	3,320.50
Total	$36,525.50

Length of Roadway	2.686 Miles
Length of 2 Structures	0.043 Mile
Total Length	2.729 Miles
Cost of Roadway per Mile	$60,450.44

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$162,369.90	$ 93,065.00	$69,304.90
Structures	36,525.50	20,935.00	15,590.50
	$198,895.40	$114,000.00	$84,895.40

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-104 (2)

JASPER BRIDGE-PLEASANT HILL SECTION

OF THE SPRINGFIELD-CRESWELL HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 10, 1954

Type Code 6201
Roadway (Station 7+94.78 to Station 152+04)

All Required		Clearing and Grubbing		$ 5,000.00
340	cu.yd.	Structural Excavation, Unclassified	$ 3.00	1,020.00
36,900	cu.yd.	General Excavation, Unclassified	0.30	11,070.00
31,000	cu.yd.	Embankment in Place	0.55	17,050.00
131,000	yd.sta.	Short Overhaul	0.02	2,620.00
7,100	C-yd.sta.	Long Overhaul	0.50	3,550.00
2.69	miles	Finishing Roadbed and Slopes	500.00	1,345.00
3,200	lin.ft.	Rounding Cutbanks	0.20	640.00
200	lin.ft.	6-inch Perforated Metal Drain Pipe	2.00	400.00
30	cu.yd.	3/8" - 0 Backfill in Drains	5.00	150.00
330	lin.ft.	12-inch Concrete Pipe	2.25	742.50
750	lin.ft.	18-inch Concrete Pipe	3.50	2,625.00
310	lin.ft.	24-inch Concrete Pipe	4.75	1,472.50
160	lin.ft.	Salvaging Culvert Pipe	2.00	320.00
34	cu.yd.	Class "A" Concrete in Box Culverts	55.00	1,870.00
4,300	lbs.	Metal Reinforcement	0.14	602.00
38,600	cu.yd.	Selected Roadbed Topping	0.45	17,370.00
94,000	yd.mi.	Hauling Roadbed Topping	0.15	14,100.00
5,100	cu.yd.	3/4" - 0 Material in Leveling Course and Shoulders	3.00	15,300.00
900	M-gal.	Sprinkling	2.50	2,250.00
360	cu.yd.	3/4" - 0 Material in Binder Course	3.75	1,350.00
60	tons	RC-3 Asphalt in Binder Course	42.00	2,520.00
7,440	tons	Class "B" Asphaltic Concrete	6.75	50,220.00
620	cu.yd.	Aggregate in Shoulder Oiling	5.00	3,100.00
50	tons	150-200 Asphalt in Shoulder Oiling	42.00	2,100.00
14	tons	RS-1 Asphalt in Shoulder Oiling	45.00	630.00
			Subtotal	$159,417.00
			10% Engr. & Cont.	15,941.70
			Total	$175,358.70

Type Code X021
Bridge #7880 (Sta. 14+40 to 15+90)

40	tons	Class "B" Asphaltic Concrete	$ 6.75	$ 270.00
770	lin.ft.	Furnish Treated Timber Piling	1.00	770.00
35	only	Drive Timber Piles	50.00	1,750.00
200	cu.yd.	Class "A" Concrete in Bridges	62.50	12,500.00
62,000	lbs.	Metal Reinforcement in Bridges	0.11	6,820.00
3.5	M-FBM	Treated Lumber	300.00	1,050.00
45	lin.ft.	8-inch Metal Drain Pipe	3.00	135.00
				$23,295.00

Type Code X021
Bridge #7890 (Sta. 27+13 to Sta. 27+88)

20	tons	Class "B" Asphaltic Concrete	$ 6.75	$ 135.00
430	lin.ft.	Furnish Treated Timber Piling	1.00	430.00
20	only	Drive Timber Piles	50.00	1,000.00
100	cu.yd.	Class "A" Concrete in Bridges	62.50	6,250.00
32,000	lbs.	Metal Reinforcement in Bridges	0.11	3,520.00
2.0	M-FBM	Treated Lumber	300.00	600.00
30	lin.ft.	8-inch Metal Drain Pipe	3.00	90.00
				$12,025.00
			Subtotal	35,320.00
			10% Engr. & Cont.	3,532.00
			Total	$38,852.00

Length of Roadway	2.686 miles
Length of 2 Structures	0.043 miles
Total Length	2.729 miles
Cost of Roadway per mile	$65,286.18

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$175,358.70	$ 93,323.00	$82,035.70
Structures	38,852.00	20,677.00	18,175.00
	$214,210.70	$114,000.00	$100,210.70

RECEIVED
FOR FILING

FORM E-30 25M 9-51 92315

G-1.1

1/17

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1954

SUBJECT: Jasper Bridge-Willamette Highway Section
Springfield-Creswell Highway
Payment of expense for moving facilities

To: Mr. Forrest Cooper
Asst. Construction Engineer
O F F I C E

Dear Mr. Cooper:

NOTED
W. C. WILLIAMS

Reference is made to your communication of the 14th with reference to reimbursement to Mountain States Power Company for moving of poles on the Jasper Bridge-Willamette Highway Section of the Springfield-Creswell Highway in Lane County. In your communication you state that you assume that I will handle the matter from here on.

I am advised by Mr. J. W. Nash that where poles are located outside of the right of way under private easements the cost of such moving is a reimburseable item under the Federal Aid regulations. Therefore, I would suggest that the billing for the proper moving be handled as a construction item on the project so that Federal cooperation may be secured.

In your letter you state that you assume it will be necessary to grant an easement for placing the poles within the new right of way limits and for the State to agree to pay for any further moves occasioned by our activities.

The matter of the payment of expenses for subsequent moves was discussed in a letter to Mountain States Power Company under date of April 30, 1954, a copy of which was sent to you. Under date of May 7th a letter was received from Mr. C. R. Leever, Chief Engineer for the Power Company, a part of which reads as follows: "We wish to withdraw our original request that the Highway Department should agree to pay the expenses of subsequent moves that might be made necessary by relocation and/or improvements of the highway at a future date".

I, therefore, would suggest that the existing of the poles in their new location, as well as any other poles which may be affected and are located within the highway right of way, be covered by the standard form of permit issued by the Permit Department covering location of power lines within state highway limits.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
cc: Mr. W. C. Williams ✓
Mr. W. C. Crews
Mr. R. L. Porter
Mr. Tom Edwards

RECEIVED
FOR FILING

1 1 (2)

4187

June 17, 1954

Acme Construction Co.
1991 East 19th St.
P. O. Box 306
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4187, which was awarded to you on May 14 by the State Highway Commission, covering the Jasper Pridge-Pleasant Hill Section of the Springfield-Creswell Secondary Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 2 1954
FOR FILING

S 1-1(2)

4187

June 1, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 25, 1954 on Contract No. 4187, Jasper Bridge-Pleasant Hill Section, in Lane County, in connection with Federal Aid Project No. S-104 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:gs

RECEIVED
FOR FILING

AGENDA
JUN 23 1954
3a-5

May 14, 1954

Pierce Construction Company
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 accepted your proposal for grading, paving, and bridge construction on the Jasper Bridge - Pleasant Hill Section of the Springfield-Creswell Highway in Lane County for the sum of $ 86,814.00 and referred it to the State Highway Engineer with authority to award the contract to you when certain conditions were satisfied. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4.87.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaeyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Herbert
H. G. Smith
R. G. Savage, SIAC
Goldie Lewis
G. S. Paxson

E. K.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$

S

E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 14, 1954
11:10 a.m.

Acme Construction Company
P. O. Box 306
Eugene, Oregon

Contract for grading, paving, bridge construction on Jasper Bridge-Pleasant Hill Section of Springfield-Creswell Highway, Lane County for which you submitted the low bid on April 2 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 17 1954

RECEIVED
FOR FILING
OREGON DISTRICT
S-104(2)
4127

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

May 14, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-104 (2), Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Highway, we hereby concur as of this date in award of contract to Acme Construction Company of Eugene, Oregon, low bidder in the amount of $186,814.00 at the April 2, 1954 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 17 1954
OR. DIV.
STATE HIGHWAY COMMISSION

RECEIVED
MAY 17 1954
FOR FILING

S-104(2)
4187

May 14, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and bridge construction work on the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Highway in Lane County, Project S-104 (2), to the Acme Construction Co. of Eugene, Oregon, on the basis of the bid of $168,814 submitted on April 2, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

S-104 (-)
1187

April 5, 1954

Acme Construction Company
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 accepted your bid in the amount of $186,8 4.00 for grading and paving the Jasper Bridge-. leasant Hill Section of the Springfield-Creswell High ay in Lane County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, BIAC

4187

S-104(2)

April 5, 1954

Acme Construction Company
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 accepted your bid in the amount of $186,8 4.00 for grading and paving the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Highway in Lane County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

RECEIVED
FOR FILING
OREGON DISTRICT
Const
Fed aid
Prog Proj

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 19, 1954

S 104(2)

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your March 12, 1954 request for individual project program change Item 245, Project S-104(2), Federal-aid Secondary Highway Program, Supplement No. 22, was approved by our Division Office effective March 16, 1954. This letter will confirm for the record our previous verbal notification in this matter.

The item will now appear on the program as follows:

Item No.	245
County	Lane
Project No.	S-104(2)
FAS Route No.	222
State Highway	222
Termini	Jasper Bridge to Willamette Jct.

Construction Cost:

Total	$214,200
Federal Funds	114,000
State Funds	100,200
Length	2.73 miles

Character of Proposed Work:

Grade and Drain
2 lane high type pavement
2 bridges, length 225 feet

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
MAR 22 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 23 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
Comm
Fed aid
Prog & Proj
S-104(2)

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project S-104(2), Jasper Bridge—Pleasant Hill Section of the Springfield-Creswell Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
FOR FILING

5-11 4(.)
4187

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1954

Adm
Petitions
Line

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Sir:

In accordance with your request of January 7th, I hand to you herewith seven prints of the revised sketch map of the Jasper-Pleasant Hill Section of the Springfield-Creswell Highway, for use in securing Commission approval of the survey.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

RECEIVED
JAN 12 1954
FOR FILING

Contract
R/W
Springfield-Creswell Sec.

Referenced To:

January 6, 1954

Oregon State Highway Commission

Gentlemen:

We have completed the survey of the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Highway, and I attach hereto a sketch map on which the relocated highway is indicated in heavy broken line. If the right of way can be acquired we plan on calling bids for this project in March. This is a federal-aid project with an authorization of $190,000. In order that we may immediately acquire right of way, we urge your approval of the location survey between Stations 7+94.78 and 152+13.56.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

WCW:me fp

FORM E-20 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Sir:

Herewith seven copies of a sketch map of the relocation of the Jasper Bridge-Pleasant Hill Section of the Springfield-Creswell Highway, for Commission approval. This project is at-tentively scheduled for letting in March of 1954.

Very truly yours,

H. G. Smith
Construction Engineer

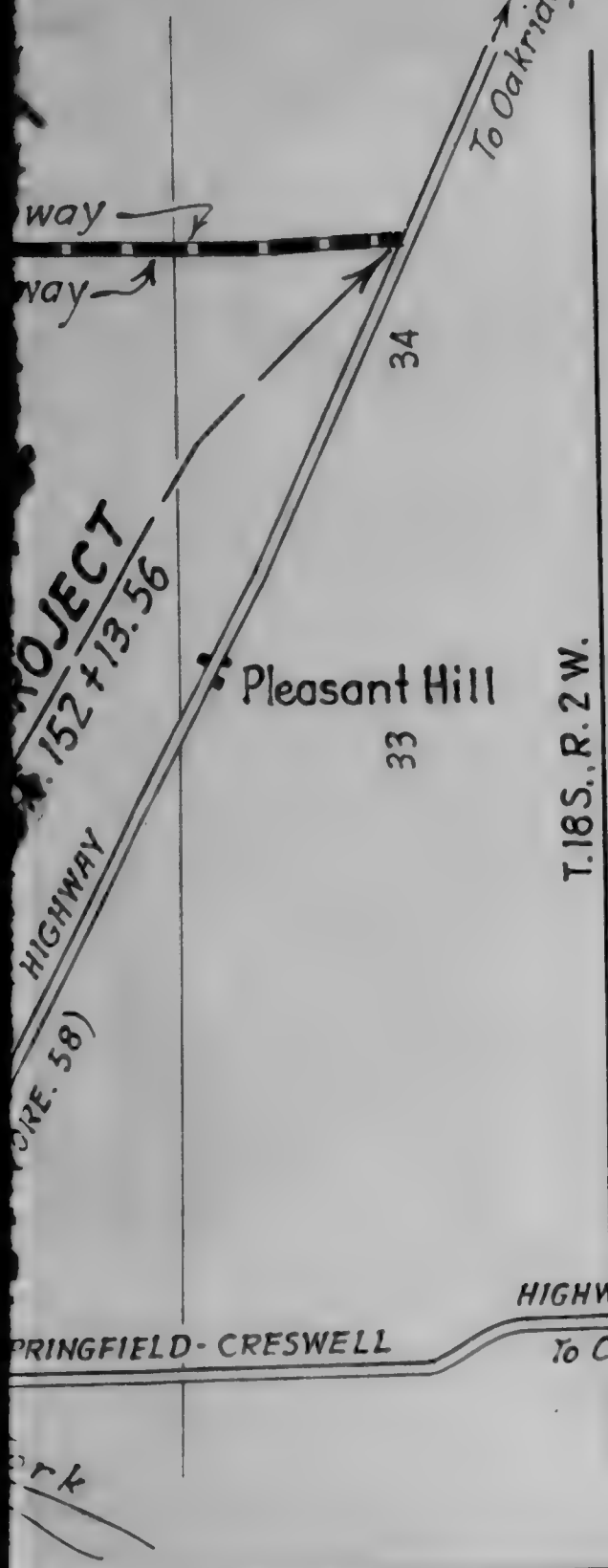
By Edwin A Pease

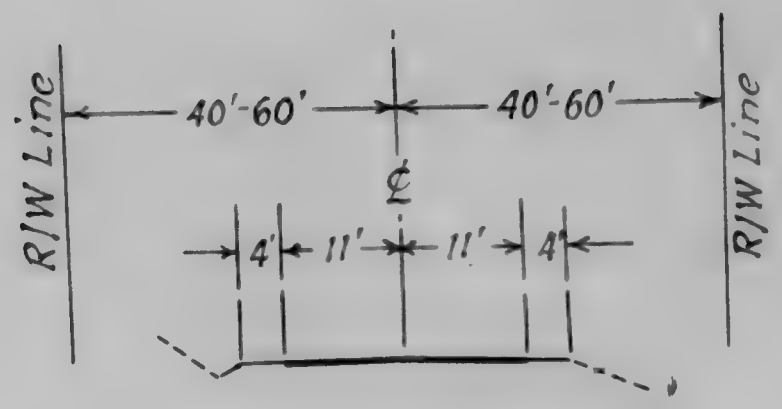
Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

IR-5-490





TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT

·Survey Approval Map·

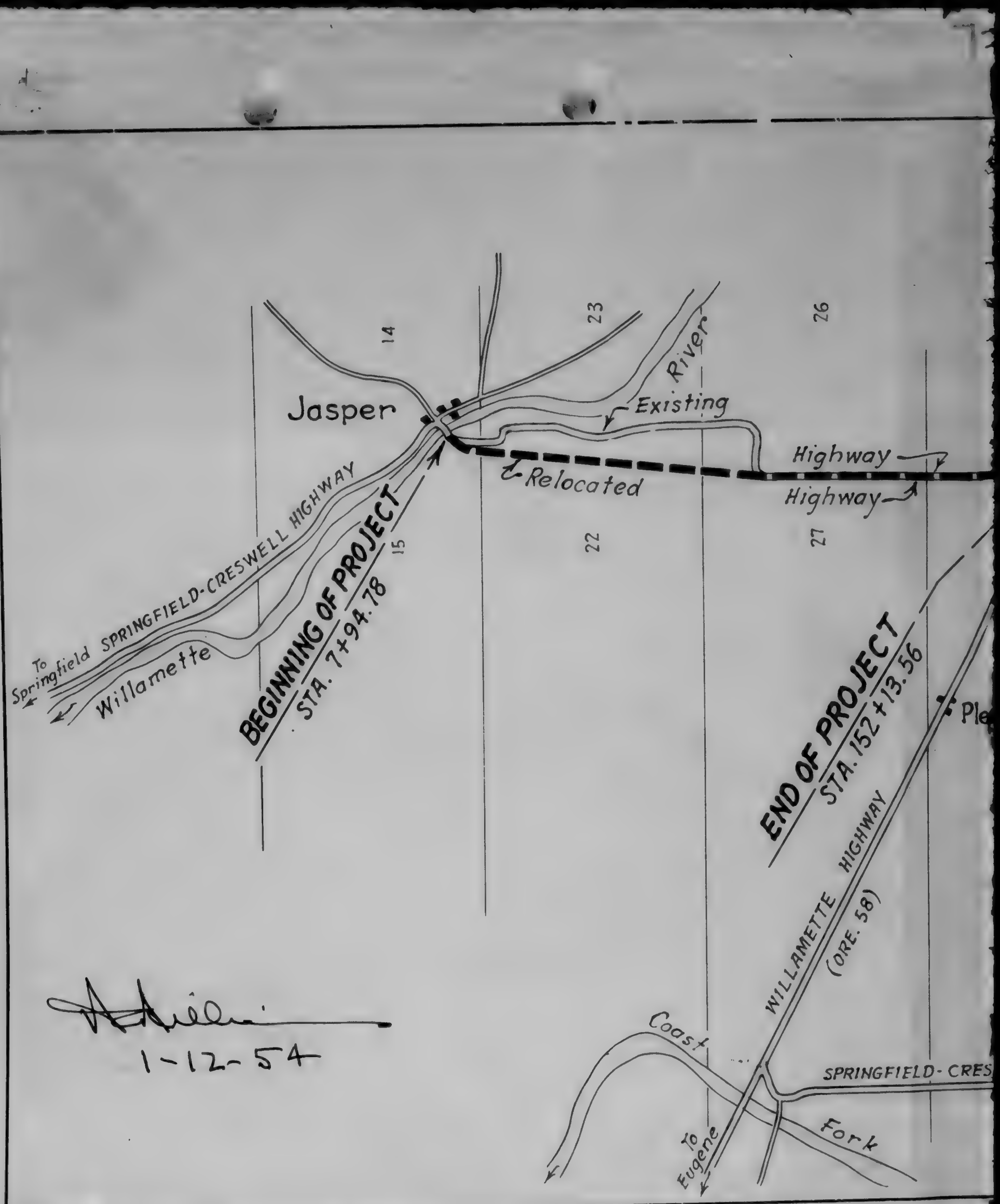
JASPER-PLEASANT HILL SECTION

SPRINGFIELD-CRESWELL HIGHWAY

LANE COUNTY

Scale 2"=1Mi. Jan. 1954

(For Detail See 7B-25-18)


14
23
26
Jasper
Existing
River
Highway
Relocated
Highway
22
27
15
BEGINNING OF PROJECT
STA. 7+94.78
To Springfield SPRINGFIELD-CRESWELL HIGHWAY
Willamette
END OF PROJECT
STA. 152+13.56
WILLAMETTE HIGHWAY
(ORE. 58)
Coast
Fork
To Eugene
SPRINGFIELD-CRES

1-12-54

PHONE 7-9950

P. O. BOX 176

RECEIVED
FOR FILING

MT. JUNE FOREST PRODUCTS CO.

MANUFACTURERS OF DOUGLAS FIR LUMBER
SPRINGFIELD, OREGON

Cust
Ltr
Imperial Commercial Co.

Cross Referenced To:
Cust
Imperial Commercial Co.

January 21, 1953

R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Imperial Hotel
Portland, Oregon

Dear Sir:

We wish to add our endorsement to the proposed paving of Highway 222 from Highway 58 to the new Jasper bridge.

From our observation, close at hand and for several years, this road is heavily travelled by business and pleasure vehicles and certainly should warrant first-class grading, topping, paving and upkeep. The numerous reasons set forth in petition now before you quite adequately states many good reasons for the reconstruction of this route.

We respectfully request your close attention to this proposal.

Yours very truly,

MT. JUNE FOREST PRODUCTS CO.

Gordon W. Tripp

Gordon W. Tripp
President and General Manager

GWT/s

FALL CREEK LUMBER CO.
DOUGLAS FIR LUMBER PRODUCTS
FALL CREEK, OREGON

MILL OFFICE
FALL CREEK, ORE.
TELEPHONE
EUGENE 7-2443

PORTLAND OFFICE
1313 EQUITABLE BUILDING
TELEPHONE
CAPITOL 1766

January 21, 1953

Oregon State Highway Commission
Portland, Oregon

Gentlemen:

We are writing to urge you to give every possible consideration to the improvement of the Secondary State Highway No. 222 between Pleasant Hill and Jasper.

Many of our employees travel this road twice daily. We also haul considerable logs over this road. It would benefit this entire community and improve the condition of the locality if this highway No. 222 could be improved, straightened out and if possible hard-surfaced. As a matter of fact, I think it would relieve the congestion of traffic in Springfield, as many of the residents of this area would use Highway No. 222 into Eugene to avoid the Springfield traffic.

Kindly give this No. 222 Highway every possible consideration and we sincerely trust you will see your way clear to hard surface this road.

Very truly yours,

FALL CREEK LUMBER COMPANY

L. S. Anderson, President

LSA:ns

P. O. Box 187

...rporation
...ywood
...N

Imperial Hotel
Portland, Oregon

Dear Sir:

We are writing this to urge favorable consideration by you of the proposal to pave Highway 222 from Highway 58 to the new bridge at Jasper.

In our opinion the proposed improvement is justified for several reasons among which are the following:

1. It will better serve a large number of people who would normally use that route now if it were available.

2. It would encourage development of the area served.

3. It would relieve the current serious congestion on the bridge now leading into Springfield.

4. It would provide an alternate route for many people now stranded when flood waters stop traffic in the vicinity of Springfield junction.

The above and other considerations lead us to believe that this project should be approved and executed.as soon as reasonably possible.

Very truly yours,

SPRINGFIELD PLYWOOD CORPORATION

Gus N. Arneson
General Manager

GNA:JR

Phone Springfield 7-3321 P. O. Box 187

Springfield Plywood Corporation

Manufacturers of Douglas Fir Plywood
SPRINGFIELD, OREGON

January 21, 1953

R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Imperial Hotel
Portland, Oregon

Dear Sir:

We are writing this to urge favorable consideration by you of the proposal to pave Highway 222 from Highway 58 to the new bridge at Jasper.

In our opinion the proposed improvement is justified for several reasons among which are the following:

1. It will better serve a large number of people who would normally use that route now if it were available.

2. It would encourage development of the area served.

3. It would relieve the current serious congestion on the bridge now leading into Springfield.

4. It would provide an alternate route for many people now stranded when flood waters stop traffic in the vicinity of Springfield junction.

The above and other considerations lead us to believe that this project should be approved and executed as soon as reasonably possible.

Very truly yours,

SPRINGFIELD PLYWOOD CORPORATION

Gus N. Arneson
General Manager

GNA:JR

NEW YORK SAN FRANCISCO LOS ANGELES SEATTLE PORTLAND

POPE & TALBOT, INC.
LUMBER DIVISION
P. O. BOX 58
OAKRIDGE, OREGON

MILLS AT
ST. HELENS, OREGON
OAKRIDGE, OREGON
PORT GAMBLE WASHINGTON
CREOSOTING PLANT
ST. HELENS, OREGON
Cable Address
"POTALBOT"

ESTABLISHED 1849

January 21, 1953

Mr. Chas Buckel
Benson Hotel
Portland, Oregon.

FILED WITH STATE
HIGHWAY COMM.
By Lane County Delegation
January 22, 1953

Dear Sir,

With reference our discussion relative to the Pleasant Hill-Jasper Secondary State Highway, we have talked with a number of our employees about this road and find that most of them consider it of real importance as a convenience for going to Springfield or the McKenzie.

It also represents an important outlet for logs from this area which are destined for Springfield.

We are pleased therefore to recommend strongly to the State Highway Commission, that early consideration be given to the relocation and surfacing of this important road.

Very truly yours,
POPE & TALBOT, INC.,

A. M. Brooks

A. M. Brooks,
Resident Manager.

AMB:h

Hills Creek Lumber Company

MANUFACTURERS OF

PREMIUM DOUGLAS FIR

JASPER, OREGON

January 21, 1953

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS, OR OTHER CAUSES OF DELAY BEYOND OUR CONTROL. UNLESS OTHERWISE AGREED, ALL QUOTATIONS AND SALES ARE SUBJECT TO WEST COAST LUMBERMEN'S ASSOCIATION TERMS AND CONDITIONS OF QUOTATION AND SALE. QUOTATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.

This letter is written to stress the need for highway improvement from the west end of the new bridge crossing the Willamette River at Jasper to connect with highway 58 in the Pleasant Hill area...

We have been operating our sawmill here at Jasper for the past 28 years, so we are vitally interested in this highway improvement; which you know is badly in need of improvement.

We should think you would be most interested in those highway rennovations which will tend toward double purpose usage; and this stretch of road will certainly do that. At the moment, any traffic going to the East Springfield area, or east of there in the Thurston or McKenzie River upper reaches from the Pleasant Hill area and eastward - will drive the new highway to the congested Springfield Junction, thence through crowded Springfield to destination. Should you improve the road we mention, it would all come over it through our area to destination, thereby relieving much congested traffic areas.

Since Pleasant Hill is the site of our consolidated school districts, four bus loads of youngsters travel this unimproved highway daily, and its many blind turns add to their travel risks immeasurably.

We believe we are entitled to a better highway in the above area; and since its improvement would immediately relieve serious congestion you have elsewhere, we believe you will find it good sound business to effect this improvement at your earliest possible convenience.

Thanking you for any consideration you may give to this request, we are

Very truly yours,

Hills Creek Lumber Co.

GBK/k

Grover B Kelsay (Partner)

OAKRIDGE CHAMBER OF COMMERCE

January 20, 1953

Oregon State Highway Department
Salem,
Oregon.

Gentlemen,

We wish to urge that you give prompt and favorable attention to the improvement and maintenance of the Secondary State Highway between Pleasant Hill and Jasper since it is very beneficial to the residents of this Upper Willamette area, many of whom used this route to Springfield, Marcola, or the McKenzie area when it was in shape to do so.

It is also our understanding that many people from the McKenzie area who come over to the Willamette Pass ski area would use this route if it were suitable for passenger car traffic.

We now have a fine bridge across the river at Jasper and it seems that the relocation and paving of this link to Highway 58 should be a logical development.

Our members, after thorough discussion last evening, voted unanimously to give the support of the Oakridge Chamber of Commerce to those people of the locality who are interested in this project.

Very sincerely yours,

Oakridge Chamber of Commerce

A. M. Brooks

A. M. Brooks,
President.

cc: Robert Rogers
AMB:h

Edward Hines Lumber Co.

ESTABLISHED 1892

WESTFIR DIVISION

Westfir, Oregon

January 19, 1953

Mr. Charles Buckley
1290 I Steeet
Springfield, Oregon

Dear Mr. Buckley:

The proposal you have for paving the road in the Jasper-Pleasant Hill area sounds interesting.

I have discussed this with several people here in this area and was amazed at the number of people that use that road. They were more than casual in their remarks that the pavement of this section would be a tremendous help.

Anything further we can do, please call.

Very truly yours,

N. A. STONE
General Manager

NAS-w

Edward Hines Lumber Co.

ESTABLISHED 1892

WESTFIR DIVISION

Westfir, Oregon

January 19, 1953

Oregon State Highway Commission
Portland, Oregon

Gentlemen:

We wish to hereby submit, for your consideration, our support and endorsement of a petition to be presented at your meeting in Portland, Oregon, on Thursday, January 22, 1953, by a group representing the Springfield, Jasper and Lowell areas for the improvement and completion this coming summer of that portion of State Highway No. 222 from the juncture of Highway No. 58 at Pleasant Hill to and including connection with the new Highway Bridge at Jasper, Oregon.

In support of our request, may we point out that this section of State Highway is a vital industrial route from the Pleasant Hill, Lowell and Upper Willamette areas to the East Springfield and McKenzie areas and a much shorter route to and from the areas above named and will be an invaluable short link for sportsmen and tourists, especially beneficial to those tourists on limited time budgets to enjoy two of our foremost scenic assets.

Our view, of course, is based on the industrial development of the area, and with the completion of Point Lookout Dam this connecting link will be of much greater importance than can possibly be visualized at the present, therefore, in conclusion, may we again urge your favorable consideration of the request that will be presented to you as above stated?

Sincerely yours,

EDWARD HINES LUMBER CO.

A. E. Gerimonte

A. E. Gerimonte

RECEIVED
MAR 6 1953
FOR FILING

AGENDA
JAN 22 1953
D

Court
R/W
Spring'd

January 4, 953

Mr. Oliver Larson, Manager
Springfield Chamber of Commerce
Springfield, Oregon

Dear Mr. Larson;

In our telephone conversation today, you informed me that a delegation consisting of people residing along the Springfield-Cresswell Highway between Jaspar and Pleasant Hill wish to discuss with the members of the State Highway Commission at its meeting next week, the paving of this highway between the new bridge over the north fork of the Willamette River at Jaspar and Willamette Highway junction, a distance of about 2½ miles.

This letter will confirm the fifteen minute reservation that I made for you at that time. The meeting of the Commission next week will be held on Wednesday and Thursday in Portland. Delegations will be heard on the second day, Thursday, the 22nd. The fifteen minute period allotted your delegation will commence at 3: 5 p.m. This meeting of the Commission will be held in the Crystal Room on the first floor of the Benson Hotel, Broadway at Oak Street in Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:sl

cc: Commissioners
R. H. Baldock

3:15 PM
1-22-53

D

STATE HIGHWAY COMMISSION MEETING

Delegation _____

Date _____

Time _____

Name	City or Town	Capacity

SPRINGFIELD CHAMBER OF COMMERCE

SPRINGFIELD, OREGON

August 19, 1952

Oregon State Highway Commission
August 19 hearing Imperial Hotel
Portland, Oregon:

Gentlemen:

This letter restates the main points of an agreement made on December 4, 1951 between the Eugene and Springfield chambers of commerce, the Lane County Court, the cities of Eugene and Springfield, and other regional representatives.

The proposals agreed upon had no relation to the present program for the highways of Lane county, but referred only to the possibility of obtaining funds through a new federal aid appropriation set-up for state secondaries.

Number One priority was listed as the Mohawk Road Extension via Q street to the Ferry Street Bridge, every effort being made to have this road declared a seondary state highway. With certain trades, this development is still in prospect.

Number Two priority was listed as state secondary 222 (the Pleasant Hill-Jasper-Springfield road) with emphasis on the need of paving from the end of the new bridge at Jasper to a junction with the Willamette Highway (Oregon 58) in order to enjoy full advantage of the now completed bridge. Enclosed photographs show existing junction approach notice and directional signing situation at 222-58 junction. Paving of 2½ stretch from junction to the new bridge would open up possibilities of truck route around metropolitan Eugene-Springfield area, and short-cut for McKenzie-bound tourists from Highway 58.

Number Three priority was listed as the Blair Blvd Grade Crossing Elimination from River Road into Eugene.

Number Four priority was listed as a Truck By-Pass Route, westward from Mill Street Overhead to First Avenue and Blair Blvd.

These priority agreements are re-affirmed at this time as a unified expression of state secondary needs in Lane county.

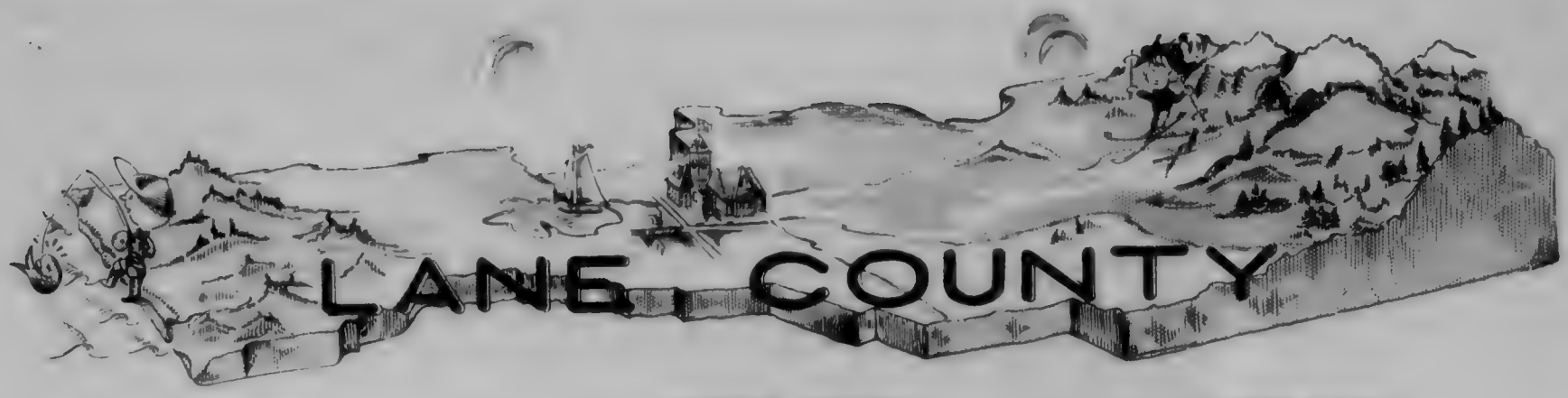
Very truly yours

OL/1

SPRINGFIELD CHAMBER OF COMMERCE

By Oliver Larson

Oliver Larson, Manager



DAY T. BAYLY, COUNTY JUDGE
ROBERT D. MACLAY, COMMISSIONER
LEE G. RAISH, COMMISSIONER
HARRY L. CHASE, CLERK
C. A. SWARTS, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS A. McBAIN, CHIEF TAX DEPUTY
GRACE SCHISKA, TREASURER

EUGENE, OREGON

August 18, 1952

P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
JAMES PARTRIDGE, BUILDING INSPECTOR

Oregon State Highway Commission
Salem, Oregon

Re: Lane County Metropolitan Area

Gentlemen:

After a December 4, 1951 Lane County Metropolitan meeting, the Lane County Court wrote you saying that representatives from the River Road district, the Springfield area and the Eugene area had a meeting in which four proposed road developments were agreed upon as being very important in a following priority:

1. From Henry Street bridge to Hill and 6, Springfield.
2. Improved secondary highway from Springfield by way of the new Jasper bridge to Highway 58.
3. Railroad overhead connecting River Road to Eugene.
4. Industrial route connecting River Road with Henry Street bridge along south side of Skinners' Butte.

The Lane County Metropolitan area is still desirous of getting those four projects under construction. The order of importance has not changed, but the number 1 project must be considered separately now that the counties have greater control of the Federal Aid to be used on County roads.

At this time we wish to emphasize projects numbered 2, 3 and 4. We want to thank the State Highway for the beautiful new bridge at Jasper which will be in use shortly. Also, we want to point out that the road from Springfield to this bridge is a paved State secondary. However, from the new bridge to Highway 58 the State secondary is not paved, therefore, we would like for the State to pave this 3 miles of road, thus giving Springfield a fully paved access road directly onto this important highway.

We would like to further point out that a truck by-pass could be routed from Highway 58 on this State Secondary to the McKenzie Highway, thence without going through Springfield, through Coburg and Highway 99 at the Alford cemetery. This truck by-pass is 2.3 miles shorter than the present route which passes through 4 miles of Eugene, 1 mile of Junction City and 1 mile of Harrisburg. At first, this by-pass might not be used extensively because of crooks and turns, as well as considerable travelled roads, nevertheless, it would be a start toward a shorter and faster route by-passing the conjestion of 3 cities.

Yours truly,

D T Bayly

D T Bayly, County Judge

DTBrw LGR RDM

WALTERVILLE
JASPER

WALTERVILLE 14
JASPER

4 WALTERVILLE
JASPER

WALTERVILLE 14
JASPER 3

3:30 P.M.
Springfield Chamber of Commerce
Date of Meeting August 19, 1952

DELEGATIONS

State Highway Commission

NAME	ADDRESS (City or Town)	BUSINESS (Capacity)
D. T. [illegible]	Eugene	Lane County Judge
Oliver Larson	Springfield	C. of C.
Creu [illegible]	Eugene	City Mgr.
L. L. Bartlett	Springfield	City Mgr.

[redacted] formed you, will be held in Portland on Monday and Tuesday, August 18 and 19, 1952. Delegations will be heard on the second day, Tuesday the 19th, on which day I have reserved fifteen minutes of time for the convenience of your group, starting at 3:30 P. M., Pacific Standard Time. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel in Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

3:30 PM
Aug 19, 52

D

AGENDA
AUG 19
D

August 14, 1952

Mr. Oliver C. Larson, Manager
Springfield Chamber of Commerce
Springfield, Oregon

Dear Mr. Larson:

This note is simply to confirm the appointment that I made today for representatives of the Springfield Chamber of Commerce to discuss with the members of the State Highway Commission at its next meeting improvement of the Springfield-Creswell State Secondary Highway from the end of the new bridge at Jasper to a junction with the Willamette Highway (ORE 58).

The next regular meeting of the Commission, as I informed you, will be held in Portland on Monday and Tuesday, August 18 and 19, 1952. Delegations will be heard on the second day, Tuesday the 19th, on which day I have reserved fifteen minutes of time for the convenience of your group, starting at 3:30 P. M., Pacific Standard Time. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel in Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

3:30 PM
aug 19, 52

D

BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE
HIGHWAY COMM.
By Lane Co. Delegation
1/22/53

In the matter of
Paving Highway 222
from Highway 58 to the
new Jasper bridge.

Brief prepared and signed
by the residents, farmers,
and industrial workers of
the Jasper-Pleasant Hill
area.

R. H. BALDOCK, Chief Engineer,

and Members, Oregon State Highway Commission

Gentlemen:

We, the undersigned, urge your further study of the State Secondary Highway 222 from the junction of Highway 58 to the new bridge at Jasper. It is our hope that the paving of this 2½ mile stretch will be accomplished during 1953. We respectfully submit the following reasons for continuous action by the commission on this route:

(1) Paving of this section will bring realization of the bridge investment at Jasper, and achieve final solution to the traffic problem which the bridge itself was constructed to solve.

(2) Highway 222 is a main outlet to the eastern half of metropolitan Lane County for agricultural commerce from the Jasper-Pleasant Hill area.

(3) The portion of Highway 222 from the Jasper bridge to the junction of Highway 58 is a vital industrial route for seven large industries in the Springfield area.

(4) The paving of this portion of the road has the regional support of public agencies in both Eugene and Springfield, representatives from those two communities along with the Lane County court having appeared at the October hearing of the state highway commission urging that this development receive top priority on the state secondary program for the county.

(5) Highway 222 reduces by several miles the distance to be traveled by McKenzie-bound tourist traffic off Highway 58.

(6) Highway 222, although not included in the 1951 Route Analysis, connects to Highway 126 at 42nd Street east of Springfield in accordance with planning commission recommendations as a natural tie-in to the number one priority of the Route Analysis, namely the proposed Q Street arterial. In other words, paving of the 2½ mile stretch from Jasper bridge to Highway 58 is, in the opinion of the undersigned, a vital step in the solution to the over-all traffic problem in metropolitan Lane County.

1	Pearl Hadley		Jasper Or.
2	[illegible]		
3	A D [illegible]		
4	[illegible]		
5	[illegible]		
6	Mrs Pauline Elliott		[illegible]
7	[illegible]		
8	[illegible]		
9	[illegible]		
10	[illegible]		
11	M. Jane [illegible]		Creswell, Lane Co. Rt. 2
12	Mrs K F [illegible]		[illegible]
13	[illegible]		
14	[illegible]		[illegible]
15	[illegible]		[illegible]
16	J. W. Motsinger	R-1	Springfield Ore.
17	S. A. [illegible]	R 1	Springfield Ore.
18	[illegible]		[illegible]
19	Grace A Jones		Jasper Ore
20	Aulden M Cumber		[illegible]
21	H H Hammersmith		Jasper Ore.
22	George A Wilhelm		Jasper, Ore.
23			
24	Otho C. Parr		Creswell Ore Rte 2
25	Edward M Wetzel		Rt 2 Box 603 Creswell Ore
26	[illegible]		[illegible]
27	F. B. Nack		[illegible]
28	Fred Bauer		Jasper Ore
29	M. E. Simmons		Jasper Oreg
30	Dorothy E Wolfe		Jasper Oreg.
31	Charles Humphreys		Jasper, Oreg.
32	[illegible]		Jasper Ore.

1	Joe Grant	Dexter Ore.	
2	Edward Truesdale	" "	595
3	Everett Ellis	Dexter Ore.	
4	Ernest Ellis	Dexter Ore.	
5	Laurence Ellis	Creswell Ore.	
6	Laurence Land	Route 2, Creswell	
7	Karl E. Lee	Woodmen of Springfield	
8	[illegible]	[illegible]	
9	[illegible]	[illegible]	
10	Louis [illegible]	[illegible]	
11	Ray Landsman	2055 Van Buren Eugene, Ore.	
12	[illegible]	Dexter Ore.	
13	Jesse Johnson	Dexter ore	
14	Wayne Wimberly	Fall Creek Ore.	
15	[illegible]	[illegible]	
16	[illegible]	[illegible]	
17	[illegible]	[illegible]	
18			
19	[illegible]	[illegible]	
20	Katherine M. Katzin	Fall Creek Ore.	
21	B.A. Johnson	407 Laurel Lane	Springfield Ore
22	Chas Bowen		Fall Creek
23	Frank Kirby		Fall Creek Ore
24	B H Smith		Fall Creek Ore
25	Ben Jackson		Fall Creek Ore
26	[illegible]		[illegible]
27	Ira Pratt		Fall Creek Ore.
28	[illegible]		[illegible]
29	E. O. Fox		Fall Creek Ore
30	Harold Hake		Dexter Ore. Fall Creek, Oregon
31	[illegible]		[illegible]
32	Basil Ox		Creswell Ore
	[illegible]		[illegible]

1	[illegible]	[illegible]	[illegible]
2	J. J. Neal	Farwell, Ore.	
3	Robert [illegible]	[illegible]	
4	Earl Wright	Fall Creek	
5	B. Hathaway	Fall Creek	
6	[illegible]	[illegible]	
7	C. J. Wyatt	Fall Creek	
8	[illegible]	[illegible]	
9	[illegible]	[illegible]	
10	[illegible]	[illegible]	
11	H. E. Howard	Hunter	
12			
13	Orval Cox	Farwell	
14	Grover K. Cox	Fall Creek	
15	[illegible]	[illegible]	
16	[illegible]	[illegible]	
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23	[illegible]	[illegible]	
24	[illegible]	[illegible]	
25	[illegible]	[illegible]	
26	[illegible]	[illegible]	
27	[illegible]	[illegible]	
28	[illegible]	[illegible]	
29	[illegible]	[illegible]	
30			
31	[illegible]	[illegible]	
32	[illegible]	[illegible]	

BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE HIGHWAY COMM.
By Lane County Delegation
1/22/53

In the matter of Paving Highway 222 from Highway 58 to the new Jasper bridge.

Brief prepared and signed by the residents, farmers, and industrial workers of the Jasper-Pleasant Hill area.

R. H. BALDOCK, Chief Engineer,

and Members, Oregon State Highway Commission

Gentlemen:

We, the undersigned, urge your further study of the State Secondary Highway 222 from the junction of Highway 58 to the new bridge at Jasper. It is our hope that the paving of this 2½ mile stretch will be accomplished during 1953. We respectfully submit the following reasons for continuous action by the commission on this route:

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1	Ben. M. Figlar	920 No 21st	Springfield.
2	Ralph E. Nicholas	205-No-22 ST	"
3	E. W. Parrish	346-No-24 St	"
4	L B Thalheimer	V467 Main St	"
5	Carl C. Boyd	1760 L St.	"
6	H S Thompson	760 N. 21 st.	
7	Cal W. Young	652 N. 16th	V
8	Col. Jas R Clarke & C.	[illegible]	"
9	Ralph J Regendahl	180 N 21st	V
10	William D Earl	140 N. 21st	C
11	B Levine	2083 Kincaid	Eugene
12	Paul B. Brockway	712 "I" St.	Spgf.
13	L M. Pellatier	635 So. Third	Spfg.
14	C. L. Hazelton	285 N. 21st	V
15	W E Barkelew	1440 A St	✓
16	John Murphey	581 No 19th	Springfield
17	E. N. Mackenzie	Star Rout	Mohawk
18	J. N. Freeman	2124 J. st	Springfield
19	Dr. O. L. Freeman	2110 Main st	Springfield
20	P. H. Flora	2116 East Main St	Springfield
21	Edith M. Damerwood	325 Harlow Rd	Eugene, Ore.
22	Gladys R. Stockdale	910 E. 22nd Ave.	Eugene, Ore.
23	Harold Stewart	2045 Main St.	Springfield Ore
24	A. F. Zeibert	2055 " "	" "
25	M C. Damerwood	825 Harlow Road	Eugene
26	U C Stackstad	910 E 22nd	Eugene.
27	Saml C. Graham	616½ "A" St.	Spfld.
28	[illegible]	1025 Wall	Spfld.
29	Edward Peterson	385-21st	Spfld.
30	E C Matteson	397 Union St	Springfield
31	Saml B. Hughes	2725 Main	Springfield
32	Ben F. Stephenson	270 N. 24.	Springfield
	[illegible]	[illegible]	[illegible]

1	Harold M MacCullough	- Rt 2 Box 2731	Eugene
2	R K Cattlebery	455 - 21st St	Springfield
3	William E Conklin	611 19th St,	Spfld.
4	Wayne Ridgway	384 N. 19th St;	Springfield
5	Walter Henry Wheeler	1085 N 28th	Springfield, Ore
6	Albert Usher	1832 F ST	Springfield
7	James P. Baldwin	3746 E Main	
8	Ward Watson	1927 A ST	Springfield
9	H A. Castleberry	~~Hayden~~ Bridge Road	
10	D H Swoboda	P O Box 304	Springfield
11	Carl A Bess	1455 "E"	Springfield
12	Wesley L Smith	1146 E Main	Springfield
13	Lawrence Green	2691 N 7th	Springfield
14	M F Ahl	1497 Franklin Blvd	Eugene, Oregon
15	A. J. McNeese	199 Sunshine Acres	
16	Phillip N Hadin	2020 E Main	Springfield Oregon
17	J E Hoff	Creswell Rt 2	
18	Fay Fitzgerald	2601 E St	Springfield
19	Marshall W. Dana	1419 Modoc St	" -
20	Joseph E Tyler	351 N. 14th St	Springfield, Ore
21	Paul Jackson	1880 F St	Springfield Ore
22	Earl Saunders	2360 N. 0 St	Springfield
23	K L Long	425 N. 21st	Springfield
24	Jay H Hubbard	2780 Coburg Rd.	Eugene, Ore
25	L Loomis	285 N 22nd St	Springfield Ore
26	R. L. Oswalt	2600 E St	Springfield
27	J. N. Bridges	440 N. 1st	Springfield
28	Tony J Ficek	1869 F St	Springfield
29	Paul E Shaw	205 N 35th	Springfield
30	Floyd Fitzgerald	845 N. 25th	Spfld. Ore.
31	W C Landers	1-4-64	Spfld Ore
32	Clyde E Mayes	260-23rd St.	Springfield

1	C E Chandler	36 N 1st	Springfield
2	Clem Chapman	Rout 2	Creswell
3	H Walford	880 - 21 -	Springfield
4	Geo W. Neff	460 N 39 st	Springfield
5	Jack A Mc[illegible]	424 14th st	Springfield
6	Emil H Brucken	1817 G st	Springfield
7	T H Busby	840 N. 25th	Springfield
8	Mary Hoy	Rt 2 Box 675	Creswell Ore
9	Sarah Kathryn Lane	999 E Main	Springfield
10	W C [illegible]		"
11	[illegible]	136 Chapman	Springfield
12	[illegible]	2341 Main	"
13	[illegible]	1412-31st.	Springfield
14	[illegible]	[illegible]	[illegible]
15	[illegible]	[illegible]	Springfield
16	[illegible]	225 West E	"
17	Frank C. [illegible]	2836 [illegible]	Eugene Ore
18	[illegible]	1275 East J	Springfield
19	[illegible]	2271 N. 66	Springfield
20	[illegible]	969. 99 North	Eugene Ore
21	[illegible]	Box 155	Lowell Ore
22	[illegible]		Fall Creek.
23	Blanche N. [illegible]	1552 "D" St	Springfield
24	[illegible]	116 Acres Acres	Eugene
25	Warren V. Brown	2154 Lincoln	Eugene
26	[illegible]	1361 Det	Eug
27	Maude [illegible]		Jasper
28	[illegible]	3125 Elmira	Eugene
29	[illegible]	1345 11th st.	Springfield
30	[illegible]		Fall Creek
31	[illegible]	2992 Madison	Eugene Ore
32	[illegible]	[illegible]	Ore

BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE
HIGHWAY COMM.
By Lane Co. Delegation
1/22/53

In the matter of
Paving Highway 222
from Highway 58 to the
new Jasper bridge.

Brief prepared and signed
by the residents, farmers,
and industrial workers of
the Jasper-Pleasant Hill
area.

R. H. BALDOCK, Chief Engineer,

and Members, Oregon State Highway Commission

Gentlemen:

We, the undersigned, urge your further study of the State Secondary Highway 222 from the junction of Highway 58 to the new bridge at Jasper. It is our hope that the paving of this 2½ mile stretch will be accomplished during 1953. We respectfully submit the following reasons for continuous action by the commission on this route:

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1 Oliver G. Kenson P.O. Box 455 Springfield
2 Robert D. Jorgenson 31 Morningside Dr. Eugene, Oregon
3 Stanley G. Kreeland, Route #2 Box 238-D Eugene Ore.
4 A.P. Brandt 166 Riverview Blvd., Springfield
5 Lela Johnson 226 N. 17th St. Springfield
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1	Richard L. Wright	
2	Viola B. Burton	
3	Anna Olson	
4	H. C. Olson	
5	Emma Zauk	
6		
7		
8	Melvin Shove	R 2 Creswell Ore
9	David R. Howard	Rt 2 Creswell, Ore
10	Betty J Porter	
11	Robert D Porter	R T 2 Creswell, Oreg.
12	F H Merry	R # 2 Creswell, Ore,
13	A. E. Oakes	R#2 Creswell, Ore.
14	Harold Mc Leod	Rt 2 Creswell Ore
15	Esther McVay	R T 2 Box 395 Creswell Ore
16	Ida Hammond	Rt 2 Box 397 Creswell Ore
17	E E Barbault	419 E 16th Eugene Ore
18	Jess Comstock	Creswell
19	Jim McKibben	Rt 2 Creswell, Ore
20	Dolbert Patterson	RT 2 Creswell Ore.
21	Lucy A. Bo[illegible]	R[illegible] Creswell Ore.
22	Ethel M. Fenton jr.	Rt. 2 [illegible]well, Ore.
23	Lawrence Fenton jr.	R[illegible] Creswell, Ore.
24	Edda N. Fildad	R # 2 ~~Eugene~~ Creswell
25	Helmer C. Fildad	R # 2 ~~Eug~~ Creswell
26	Carl A. Bauer	Rt 2 Creswell
27	Archie E. Gilbert	
28	Margaret E. Gilbert	Rt 2 Box 490 Creswell, Ore
29	Ward M Stoller	Rt 2 Box 835 Creswell
30	Karl Lopoff	Rt 2 Box 596 Creswell, Ore.
31	Dawn Sloan.	R. 2. Box 874. Creswell. Ore
32	Marcella Sloan	R-2 Tenkey Rd. Creswell.

1	N. H. Burkhart	R 2 Box 673	Creswell Ore
2	Harold M. Heaton	Rt 2	Box 400, Creswell
3	Leona Heaton	"	"
4	Cora Crumley	Rt 2.	Creswell
5	Mrs. Hazel Mc Kee	Rt. 2.	Creswell
6	J B Barr	Rt. 2	Creswell
7	Wm. J. Dorman	Rt. 2	Creswell
8	Fred E. Howell	Rt 2	Creswell
9	Jim E Cole	Rt 2	Creswell
10	[illegible]	[illegible]	[illegible]swell
11	Russell C. Roberts	1858 High	Eugene
12	Thomas Korhart	929 north 16 st	Spfld Ore
13	Barney Stonecypher	2103 Main St	Springfield
14	Roy Thomas	1721 Hayden Bridge Rd	Spfld Ore
15	Robert d. Shupe	1721 Hayden Bridge Rd	Spfld, Oreg
16	Augusta Shupe	No. #-94	Springfield Ore
17	Baxter H Burton	P.O. Box 305	Springfield Oreg.
18	Joe L Simmons	95-3C	Springfield
19	Robert L Huffman	2243 N 5th	
20	W. J. Church	Springfield	general delivery
21	John [illegible]	[illegible]	Springfield Ore
22	Ruth [illegible]	2103 [illegible]	
23	[illegible]	[illegible]	
24	W W Wheeler	1057 F St	Springfield Ore
25	Mrs. C. F. Zerbst	205 S Main St.	"
26	D. E. Ort	1462 I St.	Springfield Ore
27	H. E. Ort	1462 I St	Springfield Ore.
28	[illegible]	[illegible]	[illegible]
29	[illegible]	[illegible]	
30	Eldred E Smith	716 S. Second St	Eugene Ore
31	Paul T. Newsom	4295 E Main	Springfield
32	Paul Hampson	328 Oak Drive	Eugene, Ore.
		321 N 21st	Springfield O

1 Wayne W. Willits 4320 Mallard Ave Springfield Ore.
2 [illegible] 4350 Cedar Ave. Springfield Ore.
3 [illegible] 507 Millstream Springfield Ore.
4 [illegible] 4086 E 16 St Eugene Ore
5 E. Engelbach 4992 Mkz. Springfield Oregon
6 Jean R. Smith 146 Tatum Lane Eugene, Ore.
7 W. W. Springfield 1275 Ferry St. Eugene, Ore.
8 [illegible] 2986 Kincaid Eugene Ore
9 [illegible] 656 [illegible] Springfield Ore.
10 [illegible] [illegible] Kings Heavy Hollow
11 [illegible] 2965 Kincaid Eugene Ore
12
13 Nicholas Chicherin 3164 Portland, Eugene, ore
14 Cw. Shoemaker — RR3 Box 115 Eugene
15 J. F. Pearce, 303 [illegible] St Springfield
16 Jack L Ledford 6209 North A St. Springfield
17 Ray A Lewis 608 N 4th St. Springfield
18 Ted O Arey 890 East 2nd St. Eugene Ore.
19 V. J. Lotlikar 340 505 21st Springfield Ore.
20 A. V. Sundstedt 4339 J4 Springfield Ore
21
22 [illegible] [illegible] 52 St. Springfield Ore.
23 Merle Wright 436 Springfield
24 Barney L. Lee 542½ East 12 Eugene
25 Hattie A Mc Pherson 2075 Laura St Springfield Ore.
26 K. K. Dodge 810 N 54th Springfield Oregon
27 [illegible] Kelley [illegible] Oregon [illegible] Eugene Rd
28 [illegible]
29 W. A. Hill 225 N 35 St Springfield
30 Mrs. Glen Cogdal 225 N 35 Springfield
31 Robert M. Seyler 2290 C Springfield
32 Vincent C Durben 148 W Holland Lane Eugene Ore

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(2) Highway 222 is a main outlet to the eastern half of metropolitan Lane County for agricultural commerce from the Jasper-Pleasant Hill area.

(3) The portion of Highway 222 from the Jasper bridge to the junction of Highway 58 is a vital industrial route for seven large industries in the Springfield area.

(4) The paving of this portion of the road has the regional support of public agencies in both Eugene and Springfield, representatives from those two communities along with the Lane County court having appeared at the October hearing of the state highway commission urging that this development receive top priority on the state secondary program for the county.

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1 T. E. Bates 790 Jasper rd. Spfd. Ore.
2 T. G. Richards, 2920 Pearl St.
3 Bill [illegible]
4 Grant [illegible] Goshen Ore
5 [illegible]
6 [illegible]
7 [illegible] Elgin Ore.
8 [illegible]
9 F. F. [illegible]
10 [illegible]
11 [illegible]
12 [illegible]
13 [illegible] 2407 [illegible]
14 [illegible]
15 [illegible]
16 A. L. Bowling P.O. Box 107 Lowell Ore
17 [illegible]
18 [illegible]
19 [illegible]
20 Melvin Kimball Dexter Ore.
21 [illegible]
22 [illegible]
23 [illegible]
24 [illegible]
25 [illegible]
26 [illegible]
27 [illegible]
28 J. M. Pine Dexter Ore.
29 [illegible] Eugene Ore.
30 John L. Lowe Eugene Ore.
31 R. B. Humphries Springfield, Oregon
32 W. M. Oaks, Hefler, Ore,

1 Leonard B. Nutt Star Rt Gideon
2 Raymond L. Perry 507 No 54th Springfield
3 Lawson A Potts Pleasant Hill Ore.
4
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6 Marthelene Decker Star Route Gaskers
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BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE HIGHWAY COMM.
By Lane Co. Delegation
1/22/53

In the matter of Paving Highway 222 from Highway 58 to the new Jasper bridge.

Brief prepared and signed by the residents, farmers, and industrial workers of the Jasper-Pleasant Hill area.

R. H. BALDOCK, Chief Engineer,

and Members, Oregon State Highway Commission

Gentlemen:

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Henry A Langfitt 220 N 36th Place Eugene Ore
Warren H Holden 725 N 21st Springfield Ore.
Dale Wright 1035 East "N" St. Springfield
H. H. Stahl 44 East F. St. Springfield Ore

Mrs Billy J Davison Springfield, Ore, 1564 Mohawk
Mrs W. D. Copeland Springfield Ore 1563 Mohawk
W D Copeland Springfield Ore 1563 Mohawk
Mrs Ruth Casper 780 So. 42 Spfld, Oregon
Ardis A Smith 1663 Mohawk Blvd Spfld. Ore.
Mrs. Ardis A. Smith 1663 Mohawk Blvd. Spfld. Ore.
Mrs. Ruth Smelser 1612 Mohawk Blvd. Springfield Ore.
M. D. Smelser 1612 Mohawk - Springfield
M. C. Luscott 1580 Mohawk Rd. - Springfield Ore.
Mrs. Merle Luscott 1580 Mohawk Rd. Springfield, Ore.
Harry Jenks 1607 N 17th St. Springfield, Oregon
Maud Jenks 1602 N. 17th St. Springfield
Chas Butterworth Po Box 413 Springfield Ore.
Nellie Butterworth P.O. Box 413 " "
Bernard J. Rohleder 790 west N St Springfield Ore
Iris R. Rohleder 790 west N St. Springfield, Ore.
M. Sybil Scott 700 West N St. Springfield Ore.
Donald Eugene Scott 700 West N St. Spring field oregon
Albert Wehner 560 N. N St Spring field Oregon
Annie Wehner 560 N. N St Spring field Oregon

Lauren M Hazelton 1012 B St

Jackson Richmond 511 So. 6th St Springfield Ore.
Opal M. Chase Box 376 Springfield Ore

Henry A Lang 220 N 36th Place Eugene Ore
Walter H Holden 725 N 21st Springfield Ore.
Dale L Knight 1035 East "N" St. Springfield
A. K. Stack 44 East F. St. Springfield Ore

Mrs Billy J Davison Springfield, Ore, 1564 Mohawk
Mrs W. D. Copeland Springfield Ore 1563 Mohawk
W D Copeland Springfield Ore 1563 Mohawk
Mrs Ruth Casper 780 So. 42 Spfld, Oregon
Ardis A Smith 1663 Mohawk Blvd. Spfld. Ore.
Mrs. Ardis A. Smith 1663 Mohawk Blvd. Spfld. Ore.
Mrs. Ruth Smielser 1612 Mohawk Blvd. Springfield Ore.
M. L. Smelser 1612 Mohawk - Springfield
M. C. Luscott 1580 Mohawk Rd. - Springfield Ore.
Mrs. Merle Luscott 1580 Mohawk Rd. Springfield, Ore.
Harry Jenks 1607 N 17th St. Springfield, Oregon
Mabel Jenks 1602 N. 17th St. Springfield
Chas Butterworth Po Box 413 Springfield Ore.
Nellie Butterworth P.O. Box 413 " "
Bernard J. Rohleder 790 west N St Springfield Ore
Iris M. Rohleder 790 west N St. Springfield, Ore.
M. Sybil Scott 700 West N St. Springfield Ore.
Donald Eugene Scott 700 West N St. Springfield oregon
Albert Wehner 560 N. N. St Spring field Oregon
Connie Wehner 560 N. N. St Spring field Oregon

Lauren M Hazelton 1023 St

Helene Richmond 511 So. 6th St Springfield Ore.
Carl M. Chase 202 Box 376 Springfield Ore

1			
2	Irene Griffin	1235 Mill	Eugene Ore
3	Edsie Jennings	243 Main	Springfield Ore.
4	Wright	[illegible]	Springfield Ore.
5	R.L.& Wilmoth	[illegible]	[illegible]
6	Henry L Lacey	90 Palomino Dr	Eugene, Ore.
7	[illegible]	[illegible]	[illegible]
8	Claude T Leslach	1198 Riverview Blvd	Springfield Ore
9	[illegible]	[illegible]	[illegible]
10	C.H. Dick	[illegible]	[illegible]
11	[illegible]	[illegible]	[illegible]
12	Marie Simonson	1814 "F" Street	Springfield, Ore.
13	L.R. Henderson	1165 Hillcrest	Eugene, Ore.
14	Harry Rigsby	110 Vincent	Eugene
15	W.C. Fendrick	54 Cheshire Way	Eugene
16	Esther Remington	736 Linda	Springfield Ore
17	MR & Kirkpatrick	2650 E. St	Springfield
18	R.B. [illegible]	[illegible]	[illegible]
19	[illegible]	[illegible]	[illegible]
20	[illegible]	[illegible]	[illegible]
21	[illegible]	[illegible]	[illegible]
22	[illegible]	[illegible]	[illegible]
23	[illegible]	[illegible]	[illegible]
24	[illegible]	[illegible]	[illegible]
25	[illegible]	[illegible]	[illegible]
26	[illegible]	[illegible]	[illegible]
27	[illegible]	[illegible]	[illegible]
28	[illegible]	[illegible]	[illegible]
29	[illegible]	[illegible]	[illegible]
30	[illegible]	[illegible]	[illegible]
31	[illegible]	[illegible]	[illegible]
32	R.L. Jenkins	1132 A St.	Springfield Ore
	Emma J. Chase	[illegible]	Springfield

1	[illegible]	[illegible]
2	[illegible]	[illegible]
3	[illegible]	[illegible]
4	[illegible]	[illegible] Eugene
5	[illegible]	[illegible]
6	[illegible]	[illegible]
7	[illegible]	[illegible]
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9		
10	[illegible]	[illegible]
11	[illegible]	[illegible]
12	[illegible]	[illegible]
13	[illegible]	[illegible]
14	[illegible]	[illegible]
15	[illegible]	[illegible]
16	[illegible]	[illegible]
17	[illegible]	[illegible]
18	[illegible]	[illegible]
19	[illegible]	704 'G' St. Springfield
20	J. F. Hanson	424 Main St. Springfield
21	N. F. Boss	1071 J St. Springfield
22	[illegible]	[illegible]
23	[illegible]	[illegible]
24	[illegible]	[illegible]
25	John W. McCarron	216 Mill St Springfield
26	[illegible]	[illegible]
27	[illegible]	[illegible]
28	[illegible]	1776 Pleasant St Springfield
29	Gordon Smith	423 Main Springfield
30	Art Smith	H 23 Main Springfield
31	Ida Carson Adams	Star Route, Veneta, Oregon.
32	Alex L Matheson	R. #2 Creswell Ore
	Norma R Adams	224-6th Street
	[illegible]	Junction City

BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE
HIGHWAY COMM.
By Lane Co. Delegation
1/22/53

In the matter of
Paving Highway 222
from Highway 58 to the
new Jasper bridge.

Brief prepared and signed
by the residents, farmers,
and industrial workers of
the Jasper-Pleasant Hill
area.

R. H. BALDOCK, Chief Engineer,

and Members, Oregon State Highway Commission

Gentlemen:

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1	[illegible]	[illegible]	"	
2	Julian Karp	1238 No 9th St.	"	Precinct 10
3	Harold F. Allen			
4	Violet V. Shockley	725 D St.	"	
5	L.R. Tindell	925 F St.		
6	[illegible]	1032 6th St.	"	
7	[illegible]	[illegible]		
8	[illegible]	[illegible]		
9	[illegible]	[illegible]	[illegible]	
10	[illegible]	[illegible]	[illegible]	
11	Mena Karp	1535 E St.	Springfield	
12	F H Eakin	1561 E St	Springfield	
13	[illegible]	[illegible]	[illegible]	
14	F.B. Hamlin	267 E. 11th	Eugene, Ore.	
15	Orean L. Shockley	725 D st	Springfield Ore.	
16	[illegible]	[illegible]	[illegible]	
17	[illegible]	[illegible]	[illegible]	
18	Karen C. Engel	641 Main St.	Springfield, Ore.	
19	W. H. Zimmerman	845 So 42nd	Springfield, Ore	
20	Ethel Zimmerman	845 So. 42nd	Springfield, Ore.	
21	Jack Bryan	2052 Potter St.	Eugene, Ore.	
22	Mrs Frank Nixon	3530 Harris	Eugene Ore.	
23	H. S. Burge	5th + Main	Springfield Ore.	
24	[illegible]	[illegible]	[illegible]	
25	[illegible]	Dorleway	Springfield Ore	
26	Donald Fenwick	1943 Virginia St	Springfield Ore,	
27	Ellsworth M Tillson	530 C "	Springfield, Ore	
28	Myra Fisher	1537 C	Springfield, Ore	
29	[illegible]	[illegible]	[illegible]	
30	[illegible]	[illegible]	[illegible]	
31	Mrs L. C. Dorp	3rd 15th	Springfield	
32	Nick Ahmint	1662 So. A	Springfield	

1	Bernard Larson	Weight	{130 Level Lane	Springfield	Ore}
2	[illegible]			Springfield	
3	[illegible]				
4	[illegible]				
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16					
17	Joan Pettrell		Brabant	Oregon	
18	[illegible]		[illegible]		
19	Richard E Benda		2061	No 5th	Springfield
20	Loretta Marquardt		[illegible]		
21	Duncan		1437	Modoc	Springfield, Ore
22	R.E. Bartholomew		1420	Modoc	Springfield Oregon.
23	A.D. Wilson		Box 242	"	"
24	Sidney C. Petersen		1782	17th	" "
25	[illegible]		[illegible]		" "
26	[illegible]		1450 K St.		" "
27					
28	R.L. Mackburg		[illegible]		
29	[illegible]				
30					
31					
32					
	W Buell		1248 N 4th	Springfield	
	[illegible]		[illegible]		

25	Geo. D. Robinson	510 - N. 21st.	Springfield Ore
29	Lee H. Andrews	1407 K. ST.	Springfield, Ore.
32	Floyd Stacy	1272 Parker St.	Springfield.

BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE HIGHWAY COMM.
By Lane Co. Delegation
1/22/53

In the matter of Paving Highway 222 from Highway 58 to the new Jasper bridge.

Brief prepared and signed by the residents, farmers, and industrial workers of the Jasper-Pleasant Hill area.

R. H. BALDOCK, Chief Engineer,

and Members, Oregon State Highway Commission

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1	[illegible]		Rt 2 Box 692	Creswell.
2	E. M. Thompson	—	[illegible]	Creswell, Ore
3	[illegible]		[illegible]	Creswell Ore.
4	Kenneth Howard	—	Rt 2 - Box 696	Creswell, Ore.
5	Chester Powell	—	Rt 2	Box 574 Creswell Ore.
6	Archie L Walker		R 2	Box 650 Creswell Ore.
7	Howard W. Trimble		R 2	Box 595 Creswell Ore.
8	Ed D. Lott		R - 2	Box 522 Creswell Ore.
9	Bonnie J Thompson		Rt 2	Box 540 Creswell Ore
10	Nellie Huffman		Rt 2	Creswell, Ore.
11	Willard Elliott			Jasper Oregon
12	Floyd Boyer		Rt 2	Creswell
13	Claire Lindsay		Rt 2	Jasper Ore
14	Forest Barker			Jasper, Ore.
15	Ernest F. Willey			Jasper, Ore.
16	Norris Monteith		661 FAIRFIELD	Eugene, Ore
17	Leighton Wright			Jasper Ore
18	Lorene Wright			Jasper Ore
19	Danny Huffman			Route #2 Creswell, Ore
20	Harry M Jones			Jasper
21	Walter Wheeler			Jasper
22	Edward M Wolfe		Rt 2 Box 603	Creswell, Ore
23	Clella Thomas		Rt Box 558	Creswell Ore
24	Mitchell Fox		Fall Crk Ore	
25	Don a Davis		Rt 2 - Box 798	Creswell, Ore.
26	Glen L Dickson		Rt 2 Box 679	Creswell Ore.
27	Shirley M Dickson		Rt 2 Box 679,	Creswell Ore.
28	[illegible]		Box 674	Creswell
29	[illegible]		Box 619	Creswell, Ore.
30	Edna B Bailey		Rt 2 Box 700	Creswell
31	W. D. Bailey		Rt 2 Box 700	Creswell
32	George A. Hudson		Rt 2 Box 777	Creswell

1	[illegible]	[illegible] Ore.
2	[illegible]	[illegible]
3	Earl D Foote	Jasper Oregon
4	Charles E Painter	Rt. 2 Creswell.
5	Allie Turnbull	Jasper Ore
6	Charley M. Cooper	Jasper Ore
7	W. P. Palmer	Rt 2 - Box 671 Creswell Ore
8	Earl Berg	356 West 21st Eugene
9	Leslie Vance	Eugene Oregon
10	[illegible]	[illegible]
11	Grace Logan	Springfield Rt 1 Box 431
12	Lyle E Fate	Jasper Ore
13	[illegible]	Eugene, Ore
14	Harvey Landell	Springfield Oregon
15	Andrew D. Jensen	Junction Oregon
16	Ed Gower	Tallbridge Ore
17	Minnie Soderstedt	Route 2 Creswell Ore.
18	Corbin J. Weller	Jasper, Oregon
19	Delano Weller	Jasper, Oregon
20	Walter E. Bagge	Jasper, Oregon
21	Arthur Landell	Goshen Oregon
22	Edgar Rowdy Rt.	Dexter, Oregon
23	[illegible]	[illegible]
24	[illegible]	[illegible]
25	[illegible]	[illegible]
26	[illegible]	[illegible]
27	[illegible]	[illegible]
28	[illegible] Kimball	340 N. 24th. West Springfield
29	[illegible]	[illegible]
30	M.M. Kimball	Goshen Ore.
31	W. S. Skinner	Dexter, Ore.
32	H. C. Maier	Eugene, Ore.

1	Harold L. Johnson	Springfield, Oregon
2	Carol H. [illegible]	[illegible]
3	[illegible]	Eugene Ore
4	Ralph W. Bughlar	Springfield Ore
5	Lloyd King	Springfield, Ore.
6	Dean Jewell	Eugene Oregon
7	[illegible]	[illegible]
8		
9	[illegible] Nora	Springfield Ore.
10	Hail Bardey	Corvallis Ore.
11	Don Stoneberg	Springfield, Ore.
12	H H Lawson	Skfd Ore.
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BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE
HIGHWAY COMM..
By Lane Co. Delegation
1/22/53

In the matter of
Paving Highway 222
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Brief prepared and signed
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1	C. F. Smith	5122 R St	Spfld
2	Frank A. Kinnell	150 South 35th Place	Spfld.
3			
4	[illegible]	1911 Calumet	Eugene
5			
6			
7	Fyfe N. Barker	960 21st	Springfield
8	[illegible]	1290 McKinley	Springfield
9	[illegible]	1163 D St	Springfield
10	[illegible]	1722 J St	Springfield
11	[illegible]	334 W 12	Eugene
12	[illegible]	963 J	Spfld
13	Donald E. Troal	19780 McKenzie Hiway Rt #2	
14	[illegible]	Fall Creek	Spfld.
15	Robert H. Cameron Windsor	3855 Virginia	
16	Can & Cole	2520 J St	Springfield
17	[illegible]	RD 1 130X142	SPRINGFIELD
18	Darwin S. Jenson	434 Mill	Springfield
19	D.E. Wilbur	2865 Mill	Eugene, Ore
20	E R. Colley	3 48843rd	Springfield, Ore
21	Henry E. Erickson	1710, E. Main	Springfield Ore
22	[illegible]	[illegible]	
23	Walter Easton	5330 A St	Spfld Ore
24	E. L. F. Schwartz	1101 J. St.	
25	H.E. Blaylock	4265 E. Main	Spfld Ore
26	H. D. Wiggins	415-51st.	Springfield
27	M. H. Dwyer	32050 42nd PL	Springfield
28	[redacted] via Huntington	191-So. 52nd	Springfield
29	C. B. Land	1258 High St	Eugene, Ore
30	Bruce Hindquist	Rt 2 Box 234	Springfield Ore
31	V. E. Gayne	Rt 2 Box 234	Springfield
32	Fern A. Hempel	1245 N 28th	Springfield

1	Mary R Woods	4413 E. Main Springfield
2	Charles W. Shinwold	630 8th St Springfield
3	W O Anderson	1105 "A" St Springfield.
4	Hannah Anderson	1103 "A" Springfield.
5	Hannah Barnes	453 No 5th St Springfield
6	Mrs Edna Wolf	1138 No 18 St Springfield
7	[illegible]	[illegible]
8	[illegible]	644 N. 19th St, Springfield
9	Robert B Bach	3755 East main Sfld.
10	M C Linstrum	775, 25th St Sfld
11	Eugene K. Cathcart	495 Poplar Dr. Springfield Ore
12	Anna Stanczyk	1631 Main St Springfield Oregon
13	A. A. Pixley	549 So. 2nd St Springfield
14	Virgil F. Lamke	770 N 54th. Springfield Ore.
15	Ruth M. Baker	680 So. 42nd St.
16	Bill Baker	" "
17	Ola Coburn	3770 Virginia St. Sfld
18	A. P. Foster	Jail - Creek one
19	Royal E. Wilkinson	2361 Jefferson Eugene
20	L. A Baldwin	445 M. 24 - St Springfield
21	E. N. Hinkley	225 N. 41st Springfield
22	Jack Owens Jr	3770 Virginia St. Springfield
23	Jack Grant	1226 E. St. Sfld.
24	Pauline Grant	1226 E. St. Sfld.
25	William J. Bates	1516 Mc Kenzie Eugene
26	T. O. Marshall	Pennell Butte, Ore, Teacher
27	Milton A. Klipfel	Springfield Ore, Spring
28	Laura M Klipfel	2225 Weaks ave - Springfield
29	Clarence B Eggert	364 N 18th St - -
30	Leslie C Fisher	Rt 1 Box 161 Springfield ore.
31	Cora E Fisher	R #1 Bx #161 Springfield, Ore
32	Elmer C. Marney	1332 28th St Spring

Louis Fiamenta - 1256 N 7th St. Spfd.

Wm. Schultz - 110 N "D" St. Spfd.

BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE HIGHWAY COMM.
Lane Co. Delegation
1/22/53

In the matter of Paving Highway 222 from Highway 58 to the new Jasper bridge.

Brief prepared and signed by the residents, farmers, and industrial workers of the Jasper-Pleasant Hill area.

R. H. BALDOCK, Chief Engineer,

and Members, Oregon State Highway Commission

Gentlemen:

We, the undersigned, urge your further study of the State Secondary Highway 222 from the junction of Highway 58 to the new bridge at Jasper. It is our hope that the paving of this 2½ mile stretch will be accomplished during 1953. We respectfully submit the following reasons for continuous action by the commission on this route:

(1) Paving of this section will bring realization of the bridge investment at Jasper, and achieve final solution to the traffic problem which the bridge itself was constructed to solve.

(2) Highway 222 is a main outlet to the eastern half of metropolitan Lane County for agricultural commerce from the Jasper-Pleasant Hill area.

(3) The portion of Highway 222 from the Jasper bridge to the junction of Highway 58 is a vital industrial route for seven large industries in the Springfield area.

(4) The paving of this portion of the road has the regional support of public agencies in both Eugene and Springfield, representatives from those two communities along with the Lane County court having appeared at the October hearing of the state highway commission urging that this development receive top priority on the state secondary program for the county.

(5) Highway 222 reduces by several miles the distance to be traveled by McKenzie-bound tourist traffic off Highway 58.

(6) Highway 222, although not included in the 1951 Route Analysis, connects to Highway 126 at 42nd Street east of Springfield in accordance with planning commission recommendations as a natural tie-in to the number one priority of the Route Analysis, namely the proposed Q Street arterial. In other words, paving of the 2½ mile stretch from Jasper bridge to Highway 58 is, in the opinion of the undersigned, a vital step in the solution to the over-all traffic problem in metropolitan Lane County.

1	[illegible]	[illegible]
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31	[illegible]	[illegible]
32	[illegible]	[illegible]

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3	Homer Dyer	Dexter Ore
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6	Eldora Young	Eugene, Ore
7	Wayne Dickson	Dexter, Ore.
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11	James E. Russell	Eugene Ore
12		
13	Mrs Stella F. Hough	Dexter, Oregon.
14		
15	E P Goulet	Dexter Ore
16	Evelyn M. Goulet	Dexter Ore
17		
18	Mrs Mae Barnett	Dexter Oreg.
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21	Harry Thomas Tyon (Ferry)	Dexter, Oregon.
22		
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26	R. F. J. Emery	Eugene
27	Frederick Friend	Dexter
28		
29	Wayne J. Schuyler	Eugene, Ore.
30	Kenneth G. Bergman	Eugene, Ore
31		
32	Margaret M.	

1	Mrs John Bankhurst	Dexter Ore
2	Wm Ellars	Trent Oreg.
3	Harriet Brown	Fast Valley — Fremont
4	Maude Brown	Fast Creek Valley
5	Jack Montgomery	Dexter, Ore.
6	Benjamin Baker	
7	Carl C Smith	~~Dexter~~ Creswell, Rt 2
8	Myles K. Ekstrom	Fast Creek Valley, Dexter, Ore.
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11	Pamela Bowden	Dexter, Oregon
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16	Wm E Hopkinsbotham	Dexter Ore
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18	L L Anderson	Fall Creek Ore
19	D. E. Ramey	" " "
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BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE
HIGHWAY COMM.

Lane Co. Delegation
1/22/53

In the matter of Paving Highway 222 from Highway 58 to the new Jasper bridge.

Brief prepared and signed by the residents, farmers, and industrial workers of the Jasper-Pleasant Hill area.

Mr. H. BALDOCK, Chief Engineer,

and Members, Oregon State Highway Commission

Gentlemen:

We, the undersigned, urge your further study of the State Secondary Highway 222 from the junction of Highway 58 to the new bridge at Jasper. It is our hope that the paving of this 2½ mile stretch will be accomplished during 1953. We respectfully submit the following reasons for continuous action by the commission on this route:

(1) Paving of this section will bring realization of the bridge investment at Jasper, and achieve final solution to the traffic problem which the bridge itself was constructed to solve.

(2) Highway 222 is a main outlet to the eastern half of metropolitan Lane County for agricultural commerce from the Jasper-Pleasant Hill area.

(3) The portion of Highway 222 from the Jasper bridge to the junction of Highway 58 is a vital industrial route for seven large industries in the Springfield area.

(4) The paving of this portion of the road has the regional support of public agencies in both Eugene and Springfield, representatives from those two communities along with the Lane County court having appeared at the October hearing of the state highway commission urging that this development receive top priority on the state secondary program for the county.

(5) Highway 222 reduces by several miles the distance to be traveled by McKenzie-bound tourist traffic off Highway 58.

(6) Highway 222, although not included in the 1951 Route Analysis, connects to Highway 126 at 42nd Street east of Springfield in accordance with planning commission recommendations as a natural tie-in to the number one priority of the Route Analysis, namely the proposed Q Street arterial. In other words, paving of the 2½ mile stretch from Jasper bridge to Highway 58 is, in the opinion of the undersigned, a vital step in the solution to the over-all traffic problem in metropolitan Lane County.

1	[illegible]	[illegible]	[illegible]
2	Marion G. Potter	Rt 2 Creswell,	Oregon.
3	Velva M. Leabo	Rt 2	Creswell, Oregon
4	Leo T. Martin	1680 Van Buren	Eugene Ore.
5	W Bradley	2557 Alder	Eugene Ore
6	Jerry Christensen	275 N 55th St	Springfield.
7	W. H. Melgard	130 x 262	Coburg.
8	Gilbert [illegible]	[illegible]	[illegible]
9	Leslie P Matheny	Route 2 Box 376	Springfield Ore
10	[illegible]	1924 N 16th	Springfield Ore
11	[illegible]	[illegible]	[illegible]
12	L [illegible]	607 [illegible]	Springfield. Ore
13	[illegible]	[illegible]	[illegible]
14	A.C. Schmunk	1410 mill St	Springfield Ore
15	W. [illegible] Lark	549 C. 27 St	Eugene, Ore.
16	Gil Sheridan	1242 Jackson	Eugene Ore.
17	Don Crane	[illegible]	[illegible]
18	B. L Brewer	RFD Box 1183	Eugene Ore
19	A P Hageman	6685 Natron	Springfield Ore
20	O K Black	1855 W B St	Springfield Ore
21	Frank Taylor	R. #2 Box 134	Springfield Ore.
22	Roy Waugh	134 cross place	Eugene, Ore.
23	M. E. Wilson	2502 Th St	Springfield Ore
24	Donald Schultz	1258 B St	Springfield
25	O H Langston	5th & 25th	Springfield
26	Jarrett Shane		
27	H C Wagner	South 32 rd	Fall Creek
28	L. L. Keeler	225 S. 28th	Springfield
29	Irma M Hofferty	1066 B St	Springfield
30	Lela E. Adams	75 [illegible]	Springfield
31	Howard Fox	1306 Mill W	[illegible]
32	Robert W. Cannon	1710 E Main St	Springfield

1	Neil Holbrook	210 E. Ills St. Springfield Ill
2	Mike Williamson	Eugene
3	Ernest Gilbert	Springfield
4	Robert V. Wright	1845 Scott St. Springfield
5	Leonard Wagner	Eugene Oregon
6	Albert Hellberg	Springfield Ore
7	Lester [illegible]	Coburg Ore
8	[illegible]	Springfield Ore
9	Earl Vogtsberger	270 Pleasant St. Eugene, Ore
10	Jay Le Roy Stubbs	Springfield Ore
11	Fred Layton	Springfield Ore
12	W.O. Norris	Springfield Ore.
13	Hy B. Cross	Springfield Ore
14	J.N. Robbins	Springfield, Ore.
15	Lewis Catt	Springfield Ore.
16	Al Savin	Springfield Ore
17	William R Coleman	[illegible] Ore
18	Paul Hayes	
19	William Ferris	
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BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

HIGHWAY COMM.

2 Lane Co. Delegation
1/22/53

In the matter of Paving Highway 222 from Highway 58 to the new Jasper bridge.

Brief prepared and signed by the residents, farmers, and industrial workers of the Jasper-Pleasant Hill area.

R. H. BALDOCK, Chief Engineer,

and Members, Oregon State Highway Commission

Gentlemen:

We, the undersigned, urge your further study of the State Secondary Highway 222 from the junction of Highway 58 to the new bridge at Jasper. It is our hope that the paving of this 2½ mile stretch will be accomplished during 1953. We respectfully submit the following reasons for continuous action by the commission on this route:

(1) Paving of this section will bring realization of the bridge investment at Jasper, and achieve final solution to the traffic problem which the bridge itself was constructed to solve.

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(4) The paving of this portion of the road has the regional support of public agencies in both Eugene and Springfield, representatives from those two communities along with the Lane County court having appeared at the October hearing of the state highway commission urging that this development receive top priority on the state secondary program for the county.

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(6) Highway 222, although not included in the 1951 Route Analysis, connects to Highway 126 at 42nd Street east of Springfield in accordance with planning commission recommendations as a natural tie-in to the number one priority of the Route Analysis, namely the proposed Q Street arterial. In other words, paving of the 2½ mile stretch from Jasper bridge to Highway 58 is, in the opinion of the undersigned, a vital step in the solution to the over-all traffic problem in metropolitan Lane County.

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13 Joe Seabrook
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23 K. A. McCormick
24 Ivel McKee Cornwall, Rt. 2
25
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30 William T. Tinker
31
32
Marie Hoard

6	Mrs. D. N. Kimball	Goshen, Ore
7	Frank J Hoard	Star Rt Goshen
8	Dora Ellen Cash 26 C½ W 12th	Eugene (teacher Pleasant Hill High)
9		Rt. 2 Box 830 Creswell Ore
10	Mrs. Rose Bennett	R-2 Box 747 Creswell, Ore
11	Ina M Williamson	Rt. 2 - Box 770 Creswell, Oregon
12	Mrs. Chas. E. Funk	" " "
13	Chas. E. Funk	" Box 702 Creswell, Oregon
14	Owen A. Iverson	
15	Norman R. Hallyburton	Rt 2. Box 879, Creswell, Ore.
16	Vesta May Kingsbury	Rt 2 Box 932 " "
17	Mrjana Laird Tinker	Rt. 2 Box 878 " "
18	Lynor W. Tinker	Rt. 2 Box 878 " "
19	Marjorie B. Alexander	Rt. 2 Box 5099.
20	Margaret Burns	St. Rt. Goshen, Oregon
21	Mrs C. Waits	Coxter Ore
22	J. E. Kelley	Rt 2 Creswell
23	Margaret Kelley	Rt2 Creswell.
24	D W Hollis	St Route Goshen Ore
25	Raymond P. Laird	R.R. 2. Creswell Oregon
26	Delmer L. Kellal	Route 2 Creswell Ore
27	Mrs. O. V. Iverson	Route 2 Creswell, Ore.
28	Margaret Broderick	Star Rte. Goshen
29	Ruth V. Hollis	~~Front~~ St. Route Goshen
30	Dave Blackwell	Harper Ore
31	Evelyne Steinbeck	Rt. 1 Springfield, Ore.
32	Ireta M Laird	Rt 2 Creswell Oregon

Gertrude Gardner 455 Ruin Ave. Eugene

BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE
HIGHWAY COMM.

Lane Co. Delegation
1/22/53

In the matter of
Paving Highway 222
from Highway 58 to the
new Jasper bridge.

Brief prepared and signed
by the residents, farmers,
and industrial workers of
the Jasper-Pleasant Hill
area.

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1	W H White	1207 East 14th St	Eugene, Or.
2			Springfield, Ore.
3	Edna M. Buck	509 E Main	Springfield, Ore
4			
5			
6	V. B. Moore	Fall Creek.	Ore.
7	E. L. Williams	Rt 1 Box 459	Springfield Ore
8	H. [illegible]	[illegible]	[illegible]
9	W. J. Hewes	1025 Main	Springfield
10	Alma E. Hogue	Fall Creek,	Oregon
11	[illegible]	Fall Creek	Oregon
12	Eden E. Jones	4171 Camelia	Springfield Ore
13	Hazel H. Fox	Rt. 1 Box 453	Springfield Ore
14	Russell Hibma	1100 S 43rd	Springfield Ore.
15			
16	Cecil V. Fang	Rt 2 Box 63	Springfield Ore
17	Frances Chisholm	Rt 2 Box 520	Creswell, Ore.
18	Robert L Chisholm	Rt 2 Box 520	Creswell Ore
19	C P Martin	125 N 41st	Springfield
20	V. H. Browning	R.I. Box 432	Springfield
21	A.C. Clearwater	5369 - Highbanks Rd	Spgfld. Ore.
22	Ruth Stevenson		
23	Bess C Clearwater.	Rt 1. Box 407	Springfield Ore
24	Harris Berg	270 E 16	Eugene Ore
25	[illegible]		Jasper Ore
26	Mary A Parks		Jasper Ore
27	Harold F. Stevenson	5369 - Highbanks Rd.	Springfield. ORE.
28	James A. Millard		Jasper Ore.
29	A. M. Halverson	4434 E Main	
30	Harry C Martin		Springfield Ore.
31	[illegible]		Springfield, Ore.
32	Daisy Petit	Fall Creek	Ore

1 Mrs Jan Hatten 4183 Camillea St, Spr,
2 Mrs. H. Fenton 225 No 41st Spr.
3 Mrs H F Cayer 225 N. 41st St Spr.
4 Hayden Mc Kay 4331 mt Vernon St.
5 AB Singer 1071-11 west
6
7 Phelba Waggoner 2745 J
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15 Eyvett R.2.
16 Flora Moore RT 4 Bx 233 Eugene
17 Mark S Moore RT-4 Box 233 Eugene
18
19 C Hannaford RLB 488 Creswell
20
21 M.H Hutchinson Rt 1 Springfield.
22
23 Jill Cain
24
25 Walter Thomas
26 J.D Littell
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BEFORE THE OREGON STATE HIGHWAY COMMISSION

January Hearing

Imperial Hotel

Portland, Ore.

FILED WITH STATE
HIGHWAY COMM.
By Lane Co. Delegation
1/22/53

In the matter of
Paving Highway 222
from Highway 58 to the
new Jasper bridge.

Brief prepared and signed
by the residents, farmers,
and industrial workers of
the Jasper-Pleasant Hill
area.

R. H. BALDOCK, Chief Engineer,

and Members, Oregon State Highway Commission

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16	Geo J Wennigham	
17	[illegible]	[illegible]
18		
19	J M Kudrna	Springfield, Ore
20	[illegible]	[illegible]
21	[illegible]	Mabel Ore.
22	J. C. Carter	[illegible]
23	M. Burman	[illegible]
24	[illegible]	[illegible]
25	[illegible]	[illegible]
26	Carl Steinbock	Springfield Ore
27	Jack Wolverton	R. 1 Box 445 Spfd. Ore.
28	[illegible]	[illegible]
29	W. L. Ray	Springfield Ore.
30	Richard L Mayanski	Jasper Oregon
31	Leo H. Wallace	Creswell Ore
32	George R. Brown	1060 West "H" St Springfield Ore.

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Form A-150—10M—12-54

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CAMPBELL

Invoice No. 39711

Date June 16, 1955

Your Req. No.

Billing Request No. . cc-171

Credit distribution: 336-1711-295

City of Amity
Amity, Oregon

RECEIVED
JUN 20 1955
ENGINEER
COUNTY ROAD PLANS

Attn: O. E. Roth, City Recorder

Agreed City of Amity's share of 1954 Special City Allotment project for grading and paving 6th Street and Stanley Street. Covered by agreement dated April 15, 1954. City to pay all costs in excess of $15,000.

Advance Deposit			1,884.00
Contract Items	12,214.68		
Construction Engineering	2,643.59		
Survey	914.01		
Total cont		15,772.28	
Less: Agreed State Share		15,000.00	
Balance due			772.28
To be refunded			$1,111.72

None of record

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized

10-18-54

H. B. Glaisyer
Secretary

Warrant Mailed:

ENTERED ON CARD

RECEIVED
FOR FILING

336-1711
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)

(EST. NO. Oct. 15, 1954 (CONTRACTOR)

4188 | | | |
(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)
[redacted] 2-final O. C. YOCOM

21080	R-106281	$ 500.00	10/14/54

Mr. H. B. Glaisyer:
The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date:

Time Extensions:

Completion Date: Sep. 30, 1954

Date Accepted: [redacted] None

Penalties: Aug. 6, 1954

Claims: Sep. 23, 1954

Remarks: None of record

None of record

Date: 10-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] ON CARD
10-18-54

RECEIVED
OCT 18 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

334-1711
(CONTRACT NO.)

(EST. NO. Oct. 15, 1954 (CONTRACTOR)

4188 | | | |
(VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE)
[redacted] | 2-final | O. C. YOCOM |
| | $ | |
Mr. H. B. Glaisyer: | | |
21080 | R-106281 | 500.00 | 10/14/54

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ACCOUNTING DIVISION

Specified completion Date:

Time Extensions:

Completion Date: Sep. 30, 1954

Date Accepted: [redacted] None

Penalties: Aug. 6, 1954

Claims: Sep. 23, 1954

Remarks: None of record

None of record

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized
10-18-54

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
OCT 1 - 1954
FOR FILING

September 29, 1954

ccident Insurance Co.
ichigan

Gentlemen:

State highway contract No. 4188 for work performed on 6th & Stanley Streets in the city of Amity in Yamhill County was completed by the contractor O. C. Yocom Co. on August 6, 1954, and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $500.00 will be released to the contractor on or after October 9, 1954. The total contract amount is $12,214.68, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ru

cc - Standard Accident Insurance Co.
J. S. Laird
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD
9-30-54
m

RECEIVED
AUG 31 1954
FOR FILING

224 - 1011
A 15

August 30, 1954

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to O. C. Yocom Co. on contract No. 4188, for grading and paving on the Amity (6th & Stanley Streets) Section in Yamhill County.

This payment, in the amount of $11,714.68, will be released to the contractor on or after September 9, 1954. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Laird
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD
8-31-54

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 21, 19 54

Section Amity (6th & Stanley Streets)

Highway City Streets

Contractor O. C. Yocom

Date of contract May 14, 19 54

Date work started July 13, 19 54

Amount of contract . . . . . $ 14,938.84

Kind of work Grading & Paving

Section prefix 336-1711

Contract number 4188

Date of completion September 30, 19 54

Estimated date of completion August 6, 19 54

Per cent of time elapsed 60.71 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 12,214.68

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 1918.53, 167.74 %

Date project was completed August 6, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed Semi-Final and submitted same to Division Office Thursday P. M.

B. A. MARTIN

NOTED
FORREST COUPER

NOTED

Signed J. F. McGee

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair A.M. Hard rain P.M.		
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy Light Showers		
Friday			
Saturday			

State Printing 53382

RECEIVED
FOR FILING

4171

June 29, 1954

C. C. Yocom Co.
Box 566
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4188, which was awarded to you on May 14 by the State Highway Commission, for grading and paving on the Amity (6th & Stanley Sts.) Section in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
V. R. JONES

May 24, 1954

Mr. O. E. Roth
City Recorder
Amity, Oregon

NOTED
Harold C. Ayers

Dear Sir:

On May 14, 1954, the State Highway Commission awarded a contract to O. C. Yocom for the paving of Sixth and Stanley Streets in Amity. The contract provides that all work be completed by September 30, 1954.

Enclosed for the City's information and records is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM
Encl.

NOTED
V. R. JONES

May 24, 1954

Mr. O. E. Roth
City Recorder
Amity, Oregon

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Harold C. Ayers

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

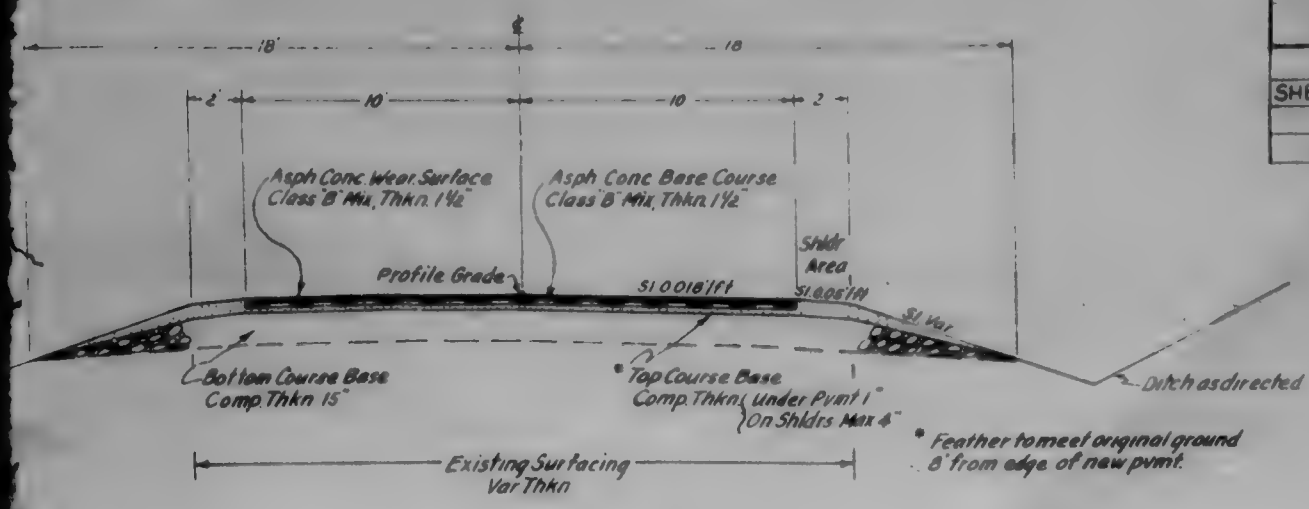
John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM
Encl.

AMITY (6TH ST. & STANLEY ST.) SECT CITY STREET YAMHILL COUNTY				SHEET No 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

INDEX OF SHEETS

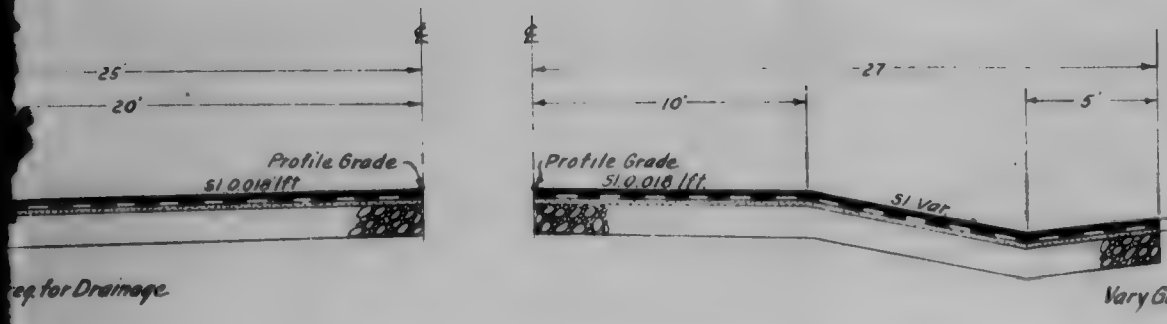
SHEET NO	DESCRIPTION
1	SKETCH MAP, TYP SECT & SUMMARY
2	PLAN & PROFILE


18'
18
2'
10'
10
2
Asph Conc Wear Surface Class 'B' Mix, Thkn 1½"
Asph Conc Base Course Class 'B' Mix, Thkn 1½"
Shldr Area
Profile Grade
S1 0.018'/ft
S1 0.05'/ft
S1 Var
Bottom Course Base Comp Thkn 15"
* Top Course Base Comp Thkn (Under Pvmt 1" / On Shldrs Max 4"
Ditch as directed
* Feather to meet original ground 8' from edge of new pvmt
Existing Surfacing Var Thkn

TYPICAL SECTION

Sta 0+12 to Sta 6+92.8

Sta 6+92.8 to Sta 7+20-Taper Section



HALF SECTION

Sta 7+20 to 9+78-Lt.

Note: Surfacing Details same as shown on Typical Section above

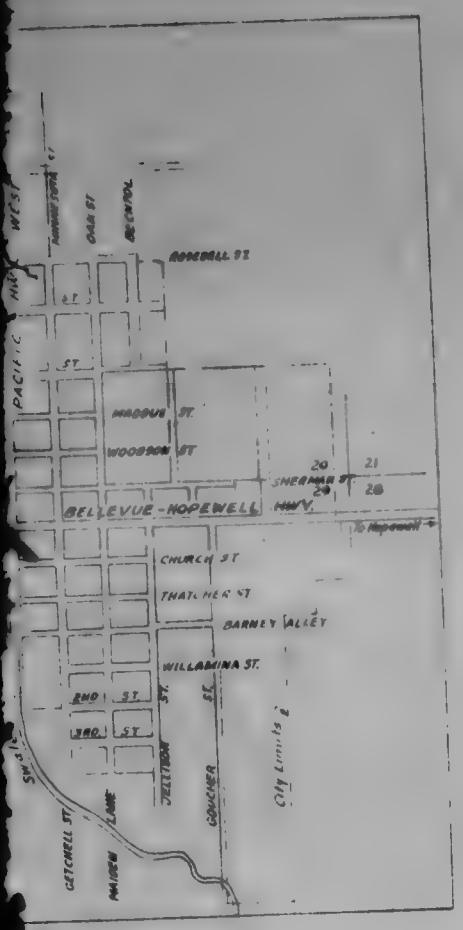
HALF SECTION

Sta 7+20 to 7+96 - Rt

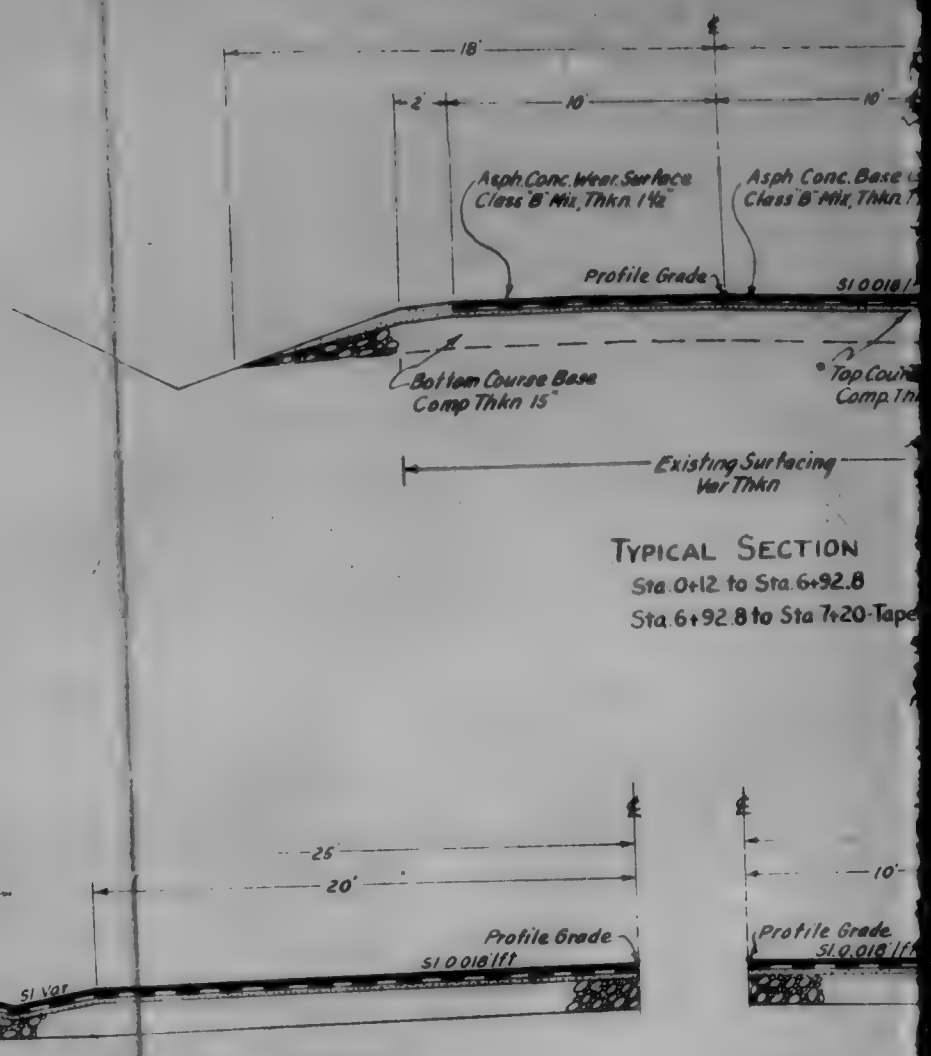
Note: Surfacing Details same as shown on Typical Section Sta 0+12 to 6+92.8

HALF SECTION

Sta 7+96 to 9+78 - Rt



CH MAP



TYPICAL SECTION
Sta. 0+12 to Sta. 6+92.8
Sta. 6+92.8 to Sta 7+20-Tape

Vary Gutter Grade as req for Drainage.

Note. Surfacing Details same as shown on Typical Section above

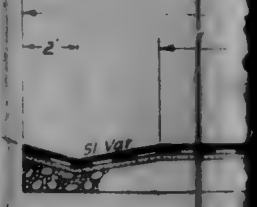
HALF SECTION
Sta 7+20 to 9+78-Lt.

Note: Surfac
on Typ

SUMMARY

ITEM	UNIT	NET QUAN	ALLOWANCE	TOTAL
t & Walks	Sq Yd.	74	6	80
	Lin Ft	40	5	45
Unclassified	Cu Yd	78	12	90
"	Cu Yd	1096	104	1200
	Lin Ft.	223	27	250
ipe Coated	Lin Ft.	227	23	250
ns	One	3		3
se	Cu Yd	1932	198	2130
e & Shoulders	Cu Yd	387	43	430
	M Gal	48	12	60
ncrete	Ton	546	54	600

SKETCH MAP



SUMMARY

ITEM	UNIT	NET QUAN	ALLOWANCE	TOTAL
Removal of Pavement & Walks	Sq Yd.	74	6	80
Removal of Curbs	Lin Ft	40	5	45
Structural Excavation, Unclassified	Cu Yd	78	12	90
General Excavation, "	Cu Yd	1096	104	1200
10-inch Sewer Pipe	Lin Ft.	223	27	250
12-inch Metal Drain Pipe Coated	Lin Ft.	227	23	250
Concrete Catch Basins	One	3		3
Coarse Material in Base	Cu Yd	1932	198	2130
3/4"-0 Material in Base & Shoulders	Cu Yd	387	43	430
Sprinkling	M Gal	48	12	60
Class "B" Asphaltic Concrete	Ton	546	54	600

RECEIVED
AGENDA
JUN 23

May 14, 1954

O. C. Yocom Company
P. O. Box 566
McMinnville, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 accepted your proposal for grading and paving 6th and Stanley Streets in Amity, Yamhill County for the sum of $14,196.50 and referred it to the State Highway Engineer with authority to award the contract to you when certain conditions were satisfied.

This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4.88.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaeyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
Goldie Lewis

E. R.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 14, 1954
11:10 a.m.

O. C. Yocum Company
P. O. Box 566
McMinnville, Oregon

Contract for grading and paving 6th and Stanley Streets in Amity, Yamhill County for which you submitted low bid on May 11 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

CC CONFIRMATION
Accounting (5001-900)
Files ✓
C. W. Head

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

RECEIVED
MAY 14 1954
FOR FILING

236-1711

4144

May 13, 1954

O. C. Yocum Company
P. O. Box 566
McMinnville, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 accepted your bid in the amount of $14,296.50 for grading and paving 6th and Stanley Streets in Amity, Yamhill County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

NOTED
Harold C. Ayers

Salem, Oregon
May 13, 1954

NOTED
V. R. JONES

Mr. W. C. Williams
O F F I C E

NOTED
Harold C. Ayers

We have received the advance deposit from the City of Amity for the Special City Allotment project approved by the Commission on December 10, 1953. Bids for this project were received on May 11, 1954.

This project is now clear for contract award.

John W. Cattrall
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

NOTED
J. F. HAGEMANN

HCA:MM

cc: S. H. Probert

Salem, Oregon
May 13, 1954

NOTED
Harold C. Ayers

Mr. C. H. Maison
Accounting Division

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Herewith please find Certified Check No. 300 from the City of Amity in the amount of $1,884. This represents the city's share of the cost of a cooperative Special City Allotment project in Amity.

This project was approved by the Commission on December 10, 1953; the bid was received on May 10, 1954.

John W. Cattrall
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

HCA:MM
Att.

NOTED
J. F. HAGEMANN

cc: H. B. Glaisyer

NOTED
V. R JONES

May 12, 1954

Mr. O. E. Roth
City Recorder
Amity, Oregon

NOTED
H. C. Ayers

Dear Sir:

On May 11, 1954, the State Highway Commission received a bid on the Sixth and Stanley Streets Special City Allotment project in Amity. The bid was made by the O. C. Yokum Company of McMinnville and the estimated total cost of the project, based on this bid, is as foklows:

Contract Items	$14,296.50
Engineering and contingencies	1,787.06
Survey	800.00
Total.....	$16,883.56

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with the project, an advance deposit of $1,884 is required. Please make this deposit by means of a certified check made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

NOTED
J. F. HAGEMANN

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM

RECEIVED
APR 19 1954
FOR FILING

326-1711
4158
Amity

April 16, 1954

Mr. O. E. Roth, City Recorder
City Hall
Amity, Oregon

Sp. Tax St. Fund Agr.
#54

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Amity covering the Special City Allotment project on Sixth Street from Trade Street to Stanley Street; Stanley Street from Sixth Street to Fifth Street; a combined distance of approximately 0.18 mile, in the city of Amity.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 19 1954
FOR FILING

file

Salem, Oregon
April 16, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Amity covering the Special City Allotment project in Amity.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Amity, Oregon.

Very truly yours

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

L

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement ? ? covering the Special City Allotment project in Amity. Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. G raham
Office Engineer

JDG:MM
Att.

This project was approved by the commission Dec 10, 1953.

$14,000

December 10, 1953

4-5-54

ORDINANCE NO. 293

An ordinance providing for a form of agreement by and between the City of Amity, Oregon, and the State of Oregon acting by and through its State Highway Commission for the improvement of Sixth and Stanley Streets and declaring an emergency.

WHEREAS, the City of Amity, Oregon, has heretofore made application to the State of Oregon acting by and through the State Highway Commission for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Sixth and Stanley Streets, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, the City to pay all costs in excess of $15,000.

The people of the City of Amity do ordain as follows:

Section 1. That that certain form of agreement herein above referred to be entered into by the City of Amity, Oregon, and the State of Oregon, acting by the through the State Highway Commission, providing for the improvement of Sixth and Stanley Streets and is hereby approved and accepted as so submitted.

Approved as to form

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. WHEREAS it is necessary that said improvements be made in the spring or summer of 1954, while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Amity, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

Ayes -4-

Nays None

Submitted to and approved by the Mayor on the 5 day of April, 1954.

ATTEST:

O E Roth
Recorder

Donald E Jones
Mayor

ORDINANCE NO. 293

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WHEREAS, the State Highway Commission has accepted such application for the improvement of Sixth and Stanley Streets, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, the City to pay all costs in excess of $15,000.

The people of the City of Amity do ordain as follows:

Section 1. That that certain form of agreement herein above referred to be entered into by the City of Amity, Oregon, and the State of Oregon, acting by the through the State Highway Commission, providing for the improvement of Sixth and Stanley Streets and is hereby approved and accepted as so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. WHEREAS it is necessary that said improvements be made in the spring or summer of 1954, while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Amity, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

Ayes -4-

Nays None

Submitted to and approved by the Mayor on the 5 day of April, 1954.

ATTEST:

O E Roth
Recorder

Dorcas E Jones
Mayor

REVISED CHARTER OF THE CITY OF AMITY

MARCH 1, 1915

CHAPTER XXXI - Section 297

The City of Amity shall not be bound by any contract or in any manner liable thereon, unless the same shall be authorized by ordinance or resolution and made in writing by order of the City Council and signe by the Mayor and attested by the Recorder on behalf of the City, when in excess of the sum of one hundred (#100.00) dollars in which case the signature of the Mayor will be absolutely necessary.

re John Graham
County & City Relations

Ordinance re Agreement
Approved as to form.
W.H. 4/8/54

NOTED
V. R IONES

March 11, 1954

NOTED
J. W. CATTRALL

Mr. O. E. Roth
City Recorder
Amity, Oregon

NOTED
Harold C. A[illegible]rs

NOTED
J. F. HAGE[illegible]

Dear Mr. Roth:

The State Highway Commission plans to call for bids at its May meeting for the repair of Sixth and Stanley Streets in Amity. Enclosed are three copies of an agreement covering this project. This agreement is in accordance with the S pecial City Allotment project as requested by the City and approved by the Highway Commission.

Will you please have the City Council pass an ordinance or resolution - the provisions of the City Charter will determine which is required - authorizing the Mayor and Recorder to sign the enclosed agreement. Please include a copy of such action with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will you please have the Mayor and Recorder sign the attached copies of the agreement with their signatures attested by a third party, stamp with the City Seal, and return all signed copies to this office prior to April 14, 1954. After signature by the State Highway Commission, a fully executed copy will be returned for the City's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

Salem, Oregon
March 10, 1954

NOTED
V. R. JONES

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

Herewith please find the field data on the Special City Allotment project in Amity. This data has been checked and found to be generally consistent with the project as approved by the Commission and agreed to by the city.

The cost appears to be in excess of preliminary estimates due to the need for more base rock to meet the requirements set up by the Soils Department.

The city has agreed to pay the additional cost.

John W. Cattrall
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

HCA:MM
Att.

NOTED
J. W. CATTRALL

December 17, 1953

NOTED
Harold C. Ayers

Mr. O. E. Roth
City Recorder
Amity, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

The State Highway Commission at its December 10-11, 1953 meeting approved a project in the City of Amity to be constructed from the 1954 City Allotment fund as provided for in paragraph 149, Chapter 1949.

The project as approved provides for the grading, placing of base rock and asphaltic concrete pavement 20' in width on Sixth Street from Trade Street to Stanley Street and on Stanley Street from Sixth Street to Firth Street a distance of approximately 0.19 mile.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:as

No 58

Amity

Preliminary Estimate

Light Street from Trade Street to Stanley Street; Stanley Street from 6th Street to Tefft Street.
a distance of approximately 0.19 mile

Grade, place 6" Gravel and 3" asphaltic Concrete pavement 20' wide

Blade Grader	56 hrs	12.00	432.00
3"-0 in Base	1300 Cyds	3.00	3900.00
3/4"-0 in Base & shoulders	350 Cyds	3.25	1137.50
Sprinkling	40 M gal	4.00	160.00
3/4"-0 in Binder Course	30 Cyds	5.00	150.00
RS 2 in Binder	8 tons	65.00	520.00
Class B Asphaltic Concrete	560 tons	10.25	5740.00
			$ 12,009.50
Preliminary Estimate of Construction Cost			1501.19
12½% Engineering and Contingencies			500.00
Preliminary Engineering			$ 14,010.69
$ 14000.00			

No. 58

FORM S-129 50M AMENDED 8-48

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. G. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 28, 1953

Mr. O. E. Roth
City Recorder
Amity, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Amity requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1954 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of AMITY is an incorporated city of the State of Oregon, and has a population of 672, as given by the latest official census, and

WHEREAS, the following streets of said city, 6th Street from Trade Street to Stanley Street and Stanley Street from 6th Street to 5th Street

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

6th Street from Trade Street to Stanley Street and Stanley Street from 6th Street to 5th Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of AMITY does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Gerald E. Gillaspie as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 17th day of August, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

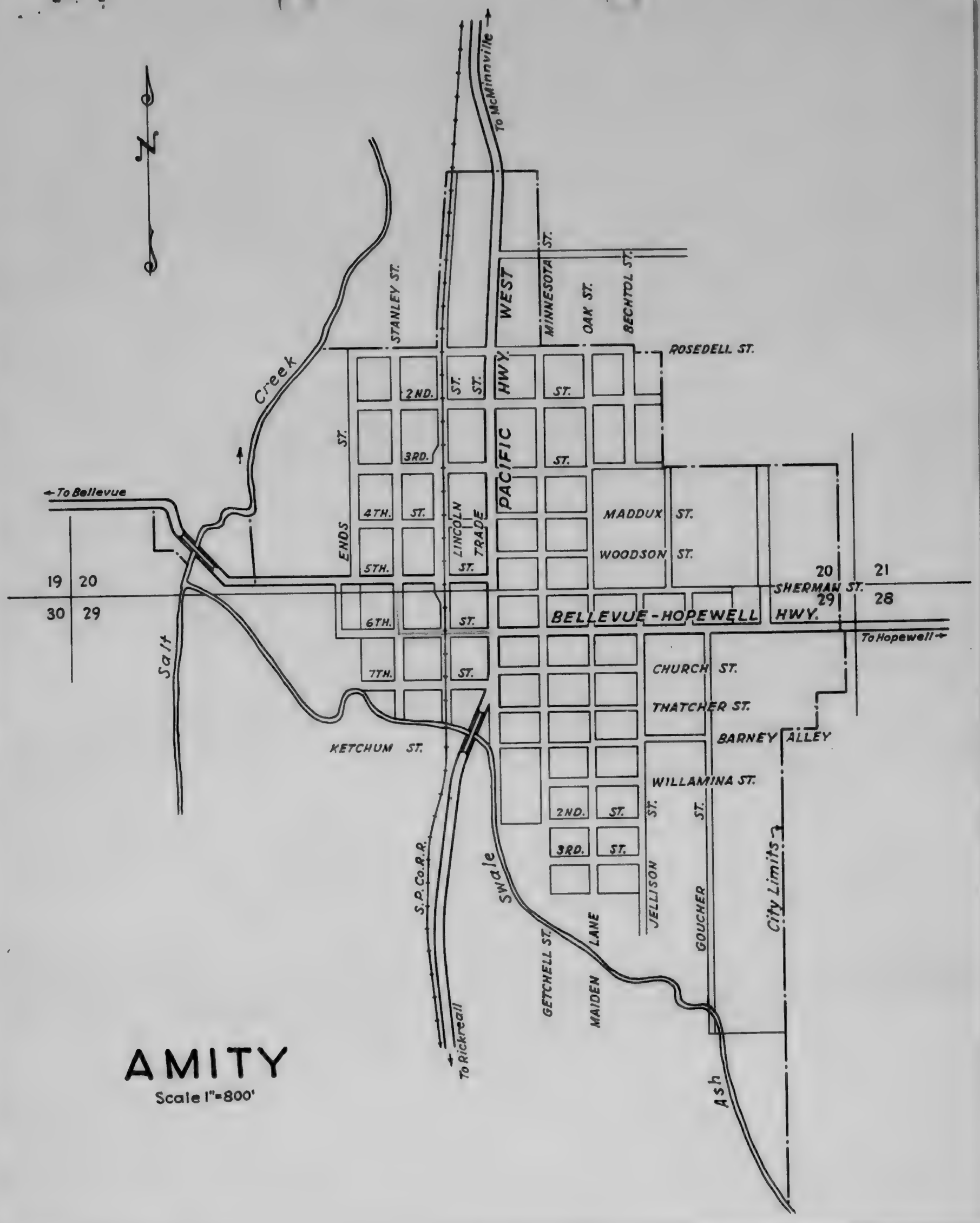
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of AMITY at a regular or special meeting of said Council, held on the 17th day of August, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 27 day of Aug, 1953.

O E Rolf
City Recorder

AMITY

Scale 1"=800'



7058

8.9.53

Amity

Investigation Condition at unit 6th Street and Stanley Street, the request of Mr Reed, Sunbury and it would be no good to see Mr C. Gillespie as he knew nothing about streets. Mayor was out of town, so told Mr Reed that if the State Highway Commission would approve a project, would sit up to Sc Govement with 2 or 3 foot shoulders.

These streets are now graveled in poor to fair condition carry a great number of grain trucks to the warehouses located adjacent to these streets as streets do qualify for assistance to fix them.

HKG

C.-27[illegible] [illegible] Ave., N.W. 1[illegible]
[illegible] Farrar Proj.

A.1[illegible]

Form A-150—1024—12-54

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

RECEIVED
JUN 20 1955
ENGINEER

Invoice No. 39712

Date June 16, 1955

Your Req. No.

Billing Request No. cc-170

Credit distribution: None

City of Riddle
Riddle, Oregon

Attn: F. L. Kummer, City Recorder

Agreed City of Riddle's share of 1954 Special City Allotment project for paving 1st St. Covered by agreement dated April 12, 1954. City to pay all costs in excess of $15,000.

Advance Deposit		750.00
Contract Items	12,931.62	
Construction Engineering	656.79	
Survey	454.79	
Total cost	14,043.20	
Less: Agreed State Share	15,000.00	
Balance due		None
To be refunded		$750.00

Claims: None of record

Remarks:

Date: 2-1-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings

RECEIVED
FOR FILING

310-1715
4189

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 31, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4189	3-Final	Roseburg Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1475	R-114322	$ 500.00	1/31/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 15, 1954

Time Extensions: to Sept. 22, 1954 without penalty

Completion Date: Sept. 22, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-1-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC 17 1954
FOR FILING

311 - 1717

December 14, 1954

Roseburg Paving Co.
1258 Maple St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from September 15, 1954 to October 15, 1954 within which to complete your contract No. 4189, for paving on Riddle (Front St.) City Street Section in Douglas County.

We are pleased to inform you that the Highway Commission granted your request to and including September 22, 1954. the completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

[illegible] STATE HIGHWAY [illegible]

Secretary

gl

cc: [illegible]
Division Engineer

R. C. Call,
Resident Engineer

W. O. Smith,
Construction Engineer

RECEIVED
DEC 13 1954
FOR FILING

316-1
4151

December 10, 1954

REGISTERED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

State Highway Contract No. 4189 for work performed on the Riddle (Front Street) City Street Section in Douglas County was completed by the contractor, Roseburg Paving Co., on September 22 and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $500.00 will be released to the contractor on or after December 20, 1954. The total contract amount is $12,931.62 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rainier Agency
Douglas County State Bank Bldg.
Roseburg, Oregon

NOTED ON CARD
12-10-54

RECEIVED
NOV 23 1954
FOR FILING

November 22, 1954

Oregon State Highway Commission

Request for extension of time
No. 10
December 7 and 8 Meeting

Gentlemen:

Herewith is a request from the Wasson Paving Company for an extension of time on the Riddle City Contract No. A189 from September 15, 1954 to October 15, 1954.

The contractor had three small city contracts in this immediate area and also the subcontract for paving on the Canyonville East Project. He bid these jobs with the intention of completing all four from one plant setup. Failure of the contractor on the Canyonville East Section to complete the grading within the required time delayed the moving in of the paving contractor's plant.

There was no inconvenience or extra cost and the project was completed on September 22. I recommend that the extension be granted, including that date, without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
OCT 15 1954
FOR FILING

October 15, 1954

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roseburg Paving Company on contract No. 4189, for paving on the Riddle (Front Street) Section in Douglas County. This payment, in the amount of $8,331.22, will be released to the contractor on or after October 25, 1954. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rainier Agency
Douglas County State Bank Bldg.
Roseburg, Oregon

NOTED ON CARD
10-15-54

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

310-1715

For Week Ending Sept. 25, 1954, 19

Section Riddle (Front Street)

Highway City Street

Contractor Roseburg Paving Co.

Date of contract May 17, 1954, 19

Date work started Aug. 17, 1954, 19

Project Auth Excl of Engr

Amount of contract . . . . . $ 14,218.79

Kind of work Paving

Section prefix 310-1715

Contract number 4189

Date of completion Sept. 15, 1954, 19

Estimated date of completion Sept, 22, 1954, 19

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 12,931.62

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 650.00, 60 %

Date project was completed Sept. 22, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the project on the 22nd by patching at each end with a fine mix and addition of few loads 3/4" - 0 on the shoulders where shy.

Final Report

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

RECEIVED
OCT 1 1954
CONSTR. OFFICE

Signed C C Gall

Address Myrtle Creek

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities		2278			814.54 ton
Estimated quantities moved or placed to date		All			All
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ...1....., Rollers ..1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	cloudy		
Wednesday	fair AM threatening	PM	
Thursday	Fair		
Friday	"		
Saturday	"		

STATE PRINTING

FORM E-220 5M 8-52

COPY

COPY

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

TOM EDWARDS, DIVISION ENGINEER
ROSEBURG, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY ENGR.

C. W. ENFIELD
CHIEF COUNSEL

September 1, 1954

Mrs. C. E. Logsdon
Box A
Riddle, Oregon

Dear Mrs. Logsdon:

Reply is made to your letter of August 23 concerning approaches to your property in Riddle. In preparation of plans for the project, I would like to advise you that an agreement was entered into with the city whereby the matter of change in grade became a responsibility of the city, the project having been initiated at their request and being paid for from State tax street funds allocated by law for that purpose.

I am instructing our resident engineer, by copy of this letter, to see that approaches are constructed to the right of way line at the necessary places. However, the resident engineer informs me that both the gates and the garage doors will have to be altered to permit their use due to raise in grade. This will be a matter which you must work out with city officials.

Our resident engineer, Mr. Cecil Gall, will be glad to render any assistance which may be necessary.

Very truly yours,

Tom Edwards
Division Engineer

TE:gb
cc: C. C. Gall

Start Paving On
Riddle First Stre

The Roseburg Paving company started work of paving Front street on Tuesday as provided by the state emergency fund allotment. The project extends from the postoffice to the city limits, on the market road leading to the highway.

Aug 25 54

Oregon State Highway Dept, Salem

Dear Sir

We have 3 acres land along
East Evans Creek Road, which
we would like to farm.
The Corps of Engineers doing the
work has made no offer to us to
buy and we do not wish to sell.
We have a cottage and 2 other
houses on the property to rent.
We would like information
to put to the
Thank you very much
Mrs

W. C. Williams

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
AUG 25 1954
OREGON
STATE HIGHWAY COMMISSION

W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
AUG 25 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

ugust 13, 1954

Roseburg aving Co.
125 Maple St.
Roseburg, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts awarded to you by the tate Highway Commission, as follows:

Contract No. 4145, for paving on the Myrtle Creek (1st treet) section in Douglas ounty, awarded May 11, 1954.

Contract No. 4176, for gradin, and pavin, on the Landale (Alber venue) section in Douglas ounty, awarded May 17, 1954.

Contract No. 4189, for pavin, on the Riddle (Front Street) section in Douglas ounty, awarded May 17, 1954.

A copy of each of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. H. Glaisyer, Secretary
BOARD OF STATE HIGHWAY COMMISSION

By
Floyd Avery, Assistant Secretary

gl
encls.

NOTED
V. R. JONES

May 18, 1954

Mr. F. L. Kummer
City Recorder
Riddle, Oregon

NOTED
Harold C. A[illegible]

Dear Mr. Kummer:

This is to acknowlede receipt of a check, No. 3232, in the amount of $750 from the City of Riddle.

The contract for the Special City Allotment project will be awarded at an early date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

City & County

CITY of RIDDLE
RIDDLE, OREGON
May 15, 1954.

State Highway Department,
Salem, Ore.

Gentlemen;

Enclosed fand City of Riddle Check for $750.00 as requested by you in your letter of 13th inst.

I did not have change to go over to Myrtle Creek and have the check certified, but it is absolutely O.K. I gurantee from the City of Riddle part and also if u u want personally if you cash it within reasonable time.

Yours very truly

F.L. Kumer

City Recorder

City of Riddle Ck No. 3252 for $750.00
to Acct Due advance Fund
5-17-54 7 Quilty

RECEIVED
MAY 17 1954
ENGINEER
CONSTRUCTION

RECEIVED
MAY 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

AGENDA
JUN 23 1954
Ra-7

1189

May 17, 1954

Roseburg Paving Co.
1258 Maple Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 accepted your proposal for Riddle (Front Street) Grading and Paving Project in Douglas County for the sum of $13,606.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been satisfied. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4189.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

mm
CC: H. C. Smith
S. H. Probert
SIAC R. G. Savage
Goldie Lewis

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 17, 1954
11: 42 a. m.

Roseburg Paving Co.
1258 Maple Street
Roseburg, Oregon

Contract for Riddle (Front Street) Grading and Paving Project, Douglas County for which you submitted low bid on May 11, 1954 awarded you today. Contract forms follow shortly.

Floyd Buery, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5001-900)
Files
C. W. Head

FORM E-30 25M 9-51 83218

310-1715

4187

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

L

We have received the advance deposit from the City of Riddle for the Special City Allotment project approved by the Highway Commission on December 10, 1953. Bids for this project were received on May 11, 1954.

This project is now clear for contract award.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM

cc: S. H. Probert

FORM E-30 REV 9-51 82318

10-1715

4187

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

L

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This project is now clear for contract award.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM

cc: S. H. Probert

NOTED
V. R. JONES

May 13, 1954

NOTED
Harc'd C. A...

Mr. F. L. Kummer
City Recorder
Riddle, Oregon

Dear Sir:

On May 11, 1954, the State Highway Commission received a bid on the Front Street Special City Allotment project in Riddle. The bid was made by the Roseburg Paving Company, and the estimated total cost of the project based on this bid is as follows:

Contract Items	$13,606.50
Engineering and contingencies	1,700.81
Survey	450.00
Total.....	$15,757.31

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with the project, an advance deposit of $750 is required. Please make this deposit by means of a certified check made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM

RECEIVED
FOR FILING
No 1712
1187

May 13, 1954

Roseburg Paving Co.
1258 Maple Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 accepted your bid in the amount of $13,606.50 for Riddle (Front Street) Grading and Paving Project in Douglas County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work."

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

RECEIVED
APR 29 1954
FOR FILING

210-1715

4189

Salem, Oregon
April 28, 1954

Mr. F. L. Kummer, City Recorder
City Hall
Riddle, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Riddle covering the Special City Allotment project on Front Street from Main Street northeasterly for a distance of approximately 0.35 mile.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project in Riddle as approved by the Highway Commission on December 10, 1953. Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By
John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

December 10, 1953

ORDINANCE NO. 134

4-12-54

An ordinance providing for a form of agreement by and between the City of Riddle, Oregon, and the State of Oregon acting by and through its State Highway Commission for the improvement of Front Street from Main Street northeasterly and declaring an emergency.

WHEREAS, the City of Riddle, Oregon, has heretofore made application to the State of Oregon, acting by and through the State Highway Commission, for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Front Street from Main Street northeasterly, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, the City to pay all costs in excess of $15,000.

The people of the City of Riddle do ordain as follows:

4-7-54 Agreement to be returned M A

Section 1. That that certain form of agreement herein above referred to be entered into by the City of Riddle, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Front Street from Main Street and is hereby approved and accepted as so submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute said agreement and to deliver said agreement to the State Highway Commission by said Commission.

Section 3. WHEREAS it is necessary that said improvements be made in the spring or summer of 1954, while the weather permits. and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Riddle, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

Ayes Voiner move, seconded by Isom and carried

Nays None

Submitted to and approved by the Mayor on the 12th day of April, 1954.

ATTEST:

Recorder

H. Mann
Mayor

CITY of RIDDLE

RIDDLE, OREGON

March 17, 1954.

State Highway Commission,

The City Of Riddle Council have been contacted and they have agreed to pay the additional cost on Front street project if necessary.

Signed. [signature]

City Recorder.

FORM S-80 5M 8-51 60515

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 2[illegible], 1954

To: W. G. Smith
Construction Engineer

SUBJECT

[illegible]
J. F. [illegible]N

Dear Sir

We forward herewith the survey for Front Street in the City of Riddle which is to be surfaced under the special allocation from the State Tax Street Fund. This project was set up by the County and City Relations Department to consist of some shaping of the ditches and the placing of the leveling course and a 3" wearing surface over the existing street. The total cost was estimated at $15,000.

Base sampling indicated a depth of 17½" for medium traffic. This design carried a 3" safety allowance to make the total. The assumption of medium traffic on this street is a very definite and decided fallacy. A great deal of heavy traffic uses this street.

We find 4" to 6" of surfacing in place on the existing street and have, therefore, set the project up to add a minimum of 12" of base plus wear over the existing street. We believe that this should be the minimum placed in this area. The total cost will be $18,320 which is in excess of the $15,000 allocation and I suggest that the County and City Relations Department contact the City of Riddle to determine if they have the additional money or if the job should be cut short. The City of Riddle to acquiesce in regard to the grade change which will be the result of placing 12" of surface plus base.

Very truly yours

cc
Mr. Ayres
City & County Relations
3-1-54
TEri

Tom Edwards
Division Engineer

Enc.

RECEIVED
MAR 1 1954
ENGINEER
COUNTY & CITY RELATIONS

~~No 37~~
No. 32

$432.00
960.00
Preliminary estimate of Const Cost $12442.00
12½% Eng & Contgcy 1617.75
Preliminary Engg 440.00
$14499.75

No 32

RIDDLE

Scale: 1"=500'

14 | 13
23 | 24

T. 30 S., R. 6 W.

To Myrtle Creek

ROAD

Sou. Pac. Co.

COUNTY

ST.

FRANCES ST.

MINNIE ST.

MILLIE ST.

MARY

PINE

7TH ST.

E ST.

L ST.

MAIN

2ND

D

3RD

1

4TH ST.

5TH ST.

MAPLE ST.

COUNTY RD.

R COUNTY RD.

Creek

Limits

24

COUNTY

Cow

ROAD

To Canyonville

Form cc-50
Special City Allotment

5-11-53

RECEIVED
13 1953
ENGINEER

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Riddle is an incorporated city of the State of Oregon, and has a population of 630, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, _____

_____

_____

_____

_____

_____

_____

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

_____

_____

_____

_____

_____

_____

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

Form oc-50

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of _____ does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate _____ F. L. KUMMER _____ as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of May, 19 33.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of _____ at a regular ~~or special~~ meeting of said council, held on the _____ day of _____, 19__, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this _____ day of _____, 19__.

_____
City Recorder

RIDDLE

Scale: 1"=500'

14 | 13
23 | 24

T. 30 S., R. 6 W.

Heavy travel condition

To Myrtle Creek

ROAD

So. Pac. Co.

0.3 mile

COUNTY

ST.

FRANCES ST.

MINNIE ST.

MILLIE ST.

MARY

PINE

7TH ST.

E ST.

L ST.

MAIN

2ND

D

3RD

1

ST.

MAPLE ST.

COUNTY RD.

R COUNTY RD.

4TH ST.

5TH ST.

Creek

Limits

City

24

COUNTY ROAD

To Canyonville

Cow

318-1702 Merrill (Monroe, 3rd & Washington Sts.) Paving Proj. 1954

#4190

Form A-150—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

City of Merrill
Merrill, Oregon

RECEIVED
JUN 20 1955
ENGINEER
COUNTY & CITY ROADS

Invoice No. 39715

Date June 16, 1955

Your Req. No.

Billing Request No. co-167

Credit distribution: 318-1708-295

Attn: C. L. Thompson Jr. City Recorder

Agreed City of Merrill's share of 1953 Special City Allotment project for paving Conroe, 3rd, and Washington Streets. Covered by agreement dated March, 1954. City to pay all costs in excess of $15,000.00

Advance Deposit		4,370.00
Contract Items	16,910.33	
Construction Engineering	1,416.96	
Survey	446.37	
Total cost	18,773.66	
Less: Agreed State Share	15,000.00	
Balance due		3,773.66
To be refunded		$ 596.34

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received As Requested $ .....

By .....

Date: 8-25-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
SEP 1 - 1954
FOR FILING

(CONTRACT NO.) 31[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 24, 1954

(EST. NO.)	(CONTRACTOR)
4190	ASPHALT PAVING CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16760	R-101914	$ 14,050.58	8/20/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: July 17, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-25-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

VOIDED ON CARD
8-25-54

RECEIVED
FOR FILING

August 11, 1954

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4190 for paving on the Merrill (Monroe, 3rd & Washington Streets) Section in Klamath County was completed by the contractor, Asphalt Paving Co., on July 17 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $14,050.58 will be released to the contractor on or after August 21, 1954. The total contract amount is $16,910.33, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: The Landry Company
419 Main St.
Klamath Falls, Oregon

NOTED ON CARD

8-11-54

Form E-1—1954

31-1-1.2
1190

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jul. 24, 19 54

Section Merrill (Monroe, 3rd and ... last (Streets)
Highway City Streets
Contractor Asphalt Paving Co.
Date of contract May 17, 19 54
Date work started June 28, 19 54
Amount of contract . . . . . $ 16,950.00
Estimated cost of completed project, exclusive of engineering . . . . . $ 16,950.00
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering cost to date $ 1600.00, 95 %

Kind of work ? vin
Section prefix 31-1-1.2
Contract number 41:0
Date of completion September 30, 19 54
Estimated date of completion July 31, 19 54
Per cent of time elapsed 45 %
Date project was completed July 17, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project was completed last Saturday, July 17th, also preparation of final estimate has been completed.

Final Report.

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

RECEIVED
JUL 26 1954
OFFICE OF

Signed Jos. G. Tosic, Resident Engineer
Address P.O. Box 1000, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.5
Miles partially completed					
Miles completed					0.5
Total estimated quantities					1200 surf. 1200 A. C.
Estimated quantities moved or placed to date					1000 surf. 1200 A. C.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and warm		
Monday	"	" "	
Tuesday	Fair	Rndy	
Wednesday	"	"	
Thursday	Clear and mil.		
Friday	"	" "	
Saturday			

State Printing

RECEIVED
JUN 30 1954
FOR FILING

June 29, 1954

Asphalt Paving Co.
P. O. Box 547
Klamath Falls, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4190, which was awarded to you May 17 by the State Highway Commission, for paving on the Merrill (Monroe,3rd & Washington Sts.) Section in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
V. R JONES

May 24, 1954

Mr. Otis L. Thompson, Jr.
City Recorder
Merrill, Oregon

NOTED
Harold C. Ayers

Dear Sir:

On May 17, 1954 the State Highway Commission awarded a contract to Asphalt Paving Company of Klamath Falls, Oregon for the paving of Monroe, Washington, and Third Streets in Merrill. The contract provides that the work be completed by September 30, 1954.

Enclosed for the City's information and records is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM
Encl.

NOTED
V. R. JONES

May 18, 1954

NOTED
Harold C. Ayers

Mr. Otis L. Thompson, Jr.
City Recorder
Merrill, Oregon

NOTED
Harold C. A[illegible]s

Dear Mr. Thompson:

This is to acknowledge receipt of a cahier's check in the amount of $4,370 from the City of Merrill.

The contract for the Special City Allotment project will be awarded at an early date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM

F. E. TROTMAN, M. D., MAYOR THOMAS W. CHATBURN, ATTORNEY O. L. THOMPSON, JR., RECORDER

CITY OF MERRILL

MERRILL, OREGON

May 13, 1954

R. H. Baldock, Engineer
State Highway Dept.
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

Please find enclosed a certified check in the amount of $ 4,370.00.

This check represents the advance deposit to be applied against the total cost of the bid awarded the Asphalt Paving Co. for the project to be coplted in Merrill.

Very truly yours,

Otis L. Thompson, Jr.
City Recorder

Cashier's Check 9953 for $4370.00
to Dailghm Advance fund
5-17-54
FQuery

RECEIVED
1954
ENGINEER

FORM H-30 20M 8-51 53518

318 - 1702

4190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F IC E

NOTED
W. C. WILLIAMS

We have received the advance deposit from the City of Merrill for the Special City Allotment project approved by the Highway Commission on January 23, 1953. Bids for this project were received May 11, 1954.

This project is now clear for contract award.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM

cc: S. H. Probert

RECEIVED
MAY 1 7 1954
FOR FILING

AGENDA
JUN 23 1954
3a-8

May 17, 1954

Asphalt Paving Co.
P.O. Box 547
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 accepted your proposal for Paving Monroe, 3rd and Washington Streets in Merrill in Klamath County for the sum of $16,950 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been satisfied. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4190.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage
Goldie Lewis

21F-17

4179

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 17, 1954
11:52 a. m.

Asphalt Paving Co.
P. O. Box 547
Klamath Falls, Oregon

Contract for Merrill (Monroe, 3rd and Washington Streets) Paving Project, Klamath County for which you submitted low bid on May 11, 1954 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5001-900)
Files
C. W. Head

RECEIVED
FOR FILING

318-1702

4170

May 13, 1954

Asphalt Paving Co.
P. O. Box 547
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 accepted your bid in the amount of $16,950 for Merrill (Monroe, 3rd and Washington Streets) Paving Project in Klamath County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

NOTED
V. R. JONES

May 12, 1954

Mr. Otis L. Thompson, Jr.
City Recorder
Merrill, Oregon

Dear Mr. Thompson:

On May 11, 1954, the State Highway Commission received a bid on the Special City Allotment project in Merrill. The bid was made by the Asphalt Paving Company and the estimated total cost of the project based on this bid is as follows:

Contract Items	$16,950.00
Engineering and contingencies	2,118.75
Survey	300.00
Total.....	$19,368.75

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with the project, an advance deposit of $4,370 is required. Please make this deposit by means of a certified check made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM

RECEIVED
FOR FILING

318-1702
4190
Merrill (

file

Salem, Oregon
April 28, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Merrill covering the Special City Allotment project on Washington Street from Front Street to Third Street; Monroe Street from Front Street to Third Street; Third Street from Washington Street to Monroe Street; a distance of approximately 0.50 mile.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Merrill, Oregon.

Very truly yours

Secretary

FH
Attach: 1

RECEIVED
APR 29 1954
FOR FILING
318-1702
4190

April 28, 1954

Otis L. Thompson, Jr.,
City Recorder
City Hall
Merrill, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Merrill covering the Special City Allotment project on Washington Street from Front Street to Third Street; Monroe Street from Front Street to Third Street; Third Street from Washington Street to Monroe Street; a distance of approximately 0.50 mile.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 29 1954
FOR FILING
318-1702
4170

April 28, 1954

Otis L. Thompson, Jr.,
City Recorder
City Hall
Merrill, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Merrill covering the Special City Allotment project on Washington Street from Front Street to Third Street; Monroe Street from Front Street to Third Street; Third Street from Washington Street to Monroe Street; a distance of approximately 0.50 mile.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

October 29
H.B.G.

Attached are three copies of an agreement covering the Special City Allotment project in Merrill as approved by the Highway Commission on ~~December 10~~, 1953. Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

October 29, 1953

ROBERT R. WALKER, MAYOR | WILBUR O. BRICKNER, ATTORNEY | O. L. THOMPSON, JR., RECORDER

CITY OF MERRILL

MERRILL, OREGON

April 15, 1954

State of Oregon
State Highway Commission
Salem, Oregon

Gentlemen:

We enclose herewith a certified copy of Ordinance No. 123, passed by the Common Council of Merrill, Oregon, on April 13, 1954. This Ordinance was read at two different meetings of the City Council, pursuant to Chapter 6, Section 37 of the Charter of the City of Merrill, and supersedes Ordinance No. 122, which was passed as an emergency measure.

We are sorry that the charter provisions were overlooked when Ordinance No. 122 was passed.

Yours truly,

Wilbur O. Brickner

Wilbur O. Brickner
Attorney

WOB:dh
enc.

RECEIVED
APR 16 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
APR 16 1954
OREGON
STATE HIGHWAY COMMISSION

ORDINANCE NO. 123

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF MERRILL, OREGON, AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF WASHINGTON, MONROE AND THIRD STREETS.

WHEREAS, the City of Merrill, Oregon, has heretofore made application to the State of Oregon, acting by and through the State Highway Commission, for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS the State Highway Commission has accepted such application for the improvement of Washington, Monroe and Third Streets, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and no/oo Dollars ($15,000.00), the City to pay all costs in excess of $15,000.00,

THE CITY OF MERRILL DOES ORDAIN AS FOLLOWS:

Section 1. That the certain form of agreement hereinabove referred to be entered into by the City of Merrill, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Washington, Monroe and Third Streets, and is hereby approved and accepted as so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Ordinance passed by the Common Council this 13th day of April, 1954.

/S/ Lewis E. Stewart
Councilman

/S/ Howard S. Dewey
Councilman

ATTEST:

/S/ Paul D. Lewis
Councilman

/S/ Otis L. Thompson, Jr.
City Recorder

/S/ Harvey Denham
Councilman

Submitted to the Mayor and approved by him this 13th day of April, 1954.

/S/ R. R. Walker
Mayor

STATE OF OREGON)
) ss.
County of Klamath)

I, Otil L. Thompson, Jr., Recorder of the City of Merrill, Oregon, do hereby certify that the foregoing copy of Ordinance No. 123 has been by me compared with the original and that this is a correct transcript therefrom and of the whole of such original Ordinance No. 123 as the same appears on file and of record in my office and in my custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of the City of Merrill the 13th day of April, 1954.

Otis L. Thompson Jr.

Otis L. Thompson, Jr.
City Recorder

INITIATIVE CHARTER -- MERRILL -- 1908

1. Chap. XVI -- Misc.

"Sec. 151. The City of Merrill shall not be bound by any contract or in any way liable thereon, unless the same is authorized by ordinance, and made in writing and by order of the council, signed by the Mayor or Recorder on behalf of the city; . . . "

3/11/54
Contract approved by Resolution
Charter of 1908 provides it should
be by Ordinance.
MH

March 12, 1954

Mr. Otis L. Thompson, Jr.
City Recorder
Merrill, Oregon

Dear Mr. Thompson:

Receipt is hereby acknowledged of three copies of an agreement covering the proposed project on Washington, Monroe, and Third Streets in Merrill.

This agreement was signed by the Mayor and Recorder, the signatures being authorized by a resolution. Our Legal Department has checked the Charter for the City of Merrill and finds that "Initiative Charter - Merrill - 1908" states in "1. Chap. XVI -- Misc., Sec. 151., 'The City of Merrill shall not be bound by any contract or in any way liable thereon, unless the same is authorized by ordinance, and made in writing and by order of the council, signed by the Mayor or Recorder on behalf of the city;'..."

Will you please have the City Council pass an ordinance, similar to the attached example, authorizing the Mayor and Recorder to sign the agreement and send a copy to this office at your earliest convenience.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM
Att.

RECEIVED
MAR 19 1954
FOR FILING

318-17C2
41190

March 3, 1954

Hon. R. R. Walker, Mayor
City of Merrill
Merrill, Oregon

Dear Mr. Walker:

Reference is made to your letter of February 10 directed to the State Highway Commission , Attention: Mr. Ben R. Chandler, Chairman, in which you ask the Commission to permit its Engineer to make a survey of eight city blocks in the City of Merrill that have been approved by the Commission for paving with state tax street funds. You also ask the Commission to provide for the widening of the Klamath Falls-Malin Highway through your city. It was your thought that construction of the city project and the state project simultaneously would result in saving of funds.

You undoubtedly are aware of the fact that the survey that you requested has already been completed. This was reported to the State Highway Commission at its meeting last week along with your request for the widening work. I was instructed to inform you that so far as your city street widening project is concerned, the contracting of the work will be awarded as early in the year as is possible. I was further instructed to inform you that with regard to the highway widening work, there are no funds available to finance the project at this time, so it will not be possible to combine the two projects for construction this year.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

February 18, 1954

Mr. Otis L. Thompson, Jr.
City Recorder
Merrill, Oregon

NOTED

NOTED
J. F. HAGEMANN

Dear Sir:

The State Highway Commission plans to call for bids at its March meeting for the repair of Washington, Monroe, and Third Streets. Enclosed are three copies of an agreement covering this project. This agreement is in accordance with the Special City Allotment project as requested by the City and approved by the Highway Commission.

Will you please have the City Council pass an ordinance or resolution in accordance with the City Charter, authorizing the Mayor and City Recorder to sign the enclosed agreements. Please include a copy of such action with the agreements.

As the contract cannot be awarded until the signed agreements are in our hands, will you please have the Mayor and Recorder sign the attached agreements, with their signatures attested by a third party, and return all copies to this office prior to March 22, 1954. After signature by the State Highway Commission, a fully executed copy will be returned for the City's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MH
Encl.

RECEIVED
FOR FILING
31R-1712
2/19/54

February 18, 1954

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter addressed to Mr. Ben A. Chandler which was received today in this office. The eight city blocks to which Mayor Walker of Merrill refers are the sections of city street to be improved as a part of the $250,000 special State Tax Street Fund. You will recall that the City had requested a change in its original selection of streets, and this you approved only at the last meeting.

We have furnished all the information to our Division Office at Bend, and it will take care of the survey as soon as personnel are available. We plan to call bids for the paving in late spring or early summer.

That portion of the letter in which Mr. Walker requests that possible savings from state widening projects state-wide be used to widen the highway through Merrill has no foundation of fact. We have done only a minor amount of widening to full street width during the past two years, and I can recall no savings of any consequence on such projects for which we have let contracts. Therefore, the Mayor should be advised that there are no such funds available.

As you know, we are still carrying a tentative allocation of 1956 federal-aid secondary funds for a project designated as the Merrill-Hatfield Junction Section of the Klamath Falls-Malin Highway. This project would include the widening through Merrill, but you have not approved the project; in fact, no 1954 secondary projects have been approved to date. Due to the large expenditure of secondary funds made in Klamath County on the Modoc Marsh-Lake of the Woods Section of the Klamath Lake Secondary Highway, it has been somewhat questionable as to whether or not these funds should be allocated to Klamath County next year.

I would suggest that the Mayor be advised that we cannot at this time advise when the state highway route through the city will be widened but that the survey will proceed in the very near future on the eight city blocks and the contract for the same let as early in the year as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith
Mr. J. W. Cattrall

WCW:me fp

THOMAS W. CHATBURN
WILBUR O. BRICKNER

TELEPHONE 2421

CHATBURN AND BRICKNER
ATTORNEYS AT LAW
MERRILL, OREGON

February 15, 1954

NOTED
W. C. WILLIAMS

State Highway Commission
State of Oregon
Salem, Oregon

Attention: Mr. Ben Chandler, Chairman

Dear Mr. Chandler:

Enclosed is the resolution that should have been sent with our letter of February 10, 1954.

Yours truly,

CHATBURN & BRICKNER

By Wilbur O. Brickner
W.

WOB:dh
enc.

REFERRED TO
Mr. Hillman
State Highway Engineer

ROBERT R. WALKER, MAYOR | WILBUR O. BRICKNER, ATTORNEY | O. L. THOMPSON, JR., RECORDER

CITY OF MERRILL

MERRILL, OREGON

February 10, 1954

State Highway Commission
State of Oregon
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. Ben Chandler, Chairman

Dear Mr. Chandler:

The City of Merrill respectfully requests the state highway engineers to survey the eight city blocks in the City of Merrill that have been approved by the Commission for paving.

The employment of the state engineers for the above purpose was authorized by a resolution of the Common Council of Merrill at its last regular meeting February 4, 1954, a copy of which resolution is enclosed herewith.

The City will appreciate having the survey made as soon as is conveniently possible, so that Klamath County can proceed with the actual construction work. The County Court has advised me that they are ready to proceed with construction as soon as the above eight-block loop has been surveyed.

Our purpose in asking your engineers to make the above survey is to assure a proper tie-in of the paved loop with the Commission's highway widening plans for the City of Merrill.

In connection with the Commission's highway widening plans for Merrill, I recall from our recent conversation that the highway widening program for this city is not on the agenda for the next year or two; however, we have been advised by our state representatives that it is possible that there will be funds available for widening highways through smaller cities, due to the fact that some of the appropriations for bids already let were greater than the actual bids. If the above information is correct, and should it develop that funds will be available, the City of Merrill will greatly appreciate the allocation of such funds for the purpose of widening the highway through this city. Should it develop that such funds can be made available within the near future, it is possible that considerable time and money could be saved by having the contractors surface the aforementioned eight-block loop and the widened highway at the same time.

I will personally appreciate any assistance you are in a position to give us in the above matter.

Very truly yours,

R. R. Walker

R. R. Walker, Mayor
City of Merrill

RECEIVED
FEB 15 1954
OREGON
STATE HIGHWAY COMMISSION

RRW:dh

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE EMPLOYMENT OF OREGON STATE HIGHWAY ENGINEERS TO SURVEY CERTAIN STREETS OF THE CITY OF MERRILL.

BE IT RESOLVED By the Common Council of the City of Merrill, Oregon, in regular meeting convened, that Oregon State Highway Engineers be employed to survey the following streets of the City of Merrill: Commencing at the intersection of Front and Washington Streets, thence North on Washington Street to Third Street, thence West on Third Street to Monroe Street, and thence South on Monroe Street to Front Street.

RESOLUTION Adopted this 4th day of February, 1954.

Howard L. Dewey
Councilman

Harvey Denham
Councilman

James E. Stuart
Councilman

Paul D. Lewis
Councilman

ATTEST:

Chas. L. Thompson
City Recorder

Submitted to and approved by the Mayor this 4th day of February, 1954.

R. R. Walker
Mayor

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Salem, Oregon
January 27, 1954

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

Attention: Mr. E. A. Pease

Attached is the field data on the Special City Allotment project in Merrill. The data has been checked and found to be generally consistent with that approved by the Highway Commission.

The plan shows 4' oiled shoulders. We suggest that, due to the small quantity of 150-200 asphaltic that would be required for these shoulders and also to the inability of the city to maintain oiled shoulders, the plans and specifications be changed to place 22' of asphaltic concrete with gravel shoulders.

John W. Cattrall
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

HCA:MM
Att.

cc: Mr. Virgil O'Neil

NOTED
J. W. CATTRALL

Salem, Oregon
November 30, 1953

Mr. W. E. Chandler, Division Engineer
Oregon State Highway Department
Bend, Oregon

At its October 29-30 meeting, the Highway Commission approved a substitute project in the City of Merrill in lieu of the project approved in January, 1953.

Enclosed are three copies of a tabulation, with attached maps, giving a brief description of the proposed project. This tabulation also shows a preliminary estimate of the quantities and costs based on contract prices. Please note that the estimated cost as approved includes 12-1/2% for engineering and contingencies and an estimated cost for survey (preliminary engineering).

It would be appreciated if you would take the necessary steps to prepare this project for performance by contract.

John W. Cattrall
Engineer, County and City Relations

HCA:MH
Encl.

cc: H. G. Smith
S. H. Probert, att: Virgil O'Neil

1993 - Special City Allotment Fund Project

Merrill

...reliminary Estimate

...ashington Street from Front Street to Third Street; Monroe Street from Front Street to Third Street; and Third Street from ...ashington Street to Monroe Street; a distance of approximately ...0' wide.

...ame leveling course of gravel and 3" asphaltic concrete pave-ment 24' in width.

...ncrete (6" thick)	...	...	...
...ertical	... gal.	...	...
...ack to ...ather ...	... tons	...	...
...ate B asphaltic concrete	... tons	...	...

...reliminary Estimate Constr. Cost	$15,...
...-1 2% Engineering & Contingencies	1,...
Preliminary Engineering	...
	$18,...

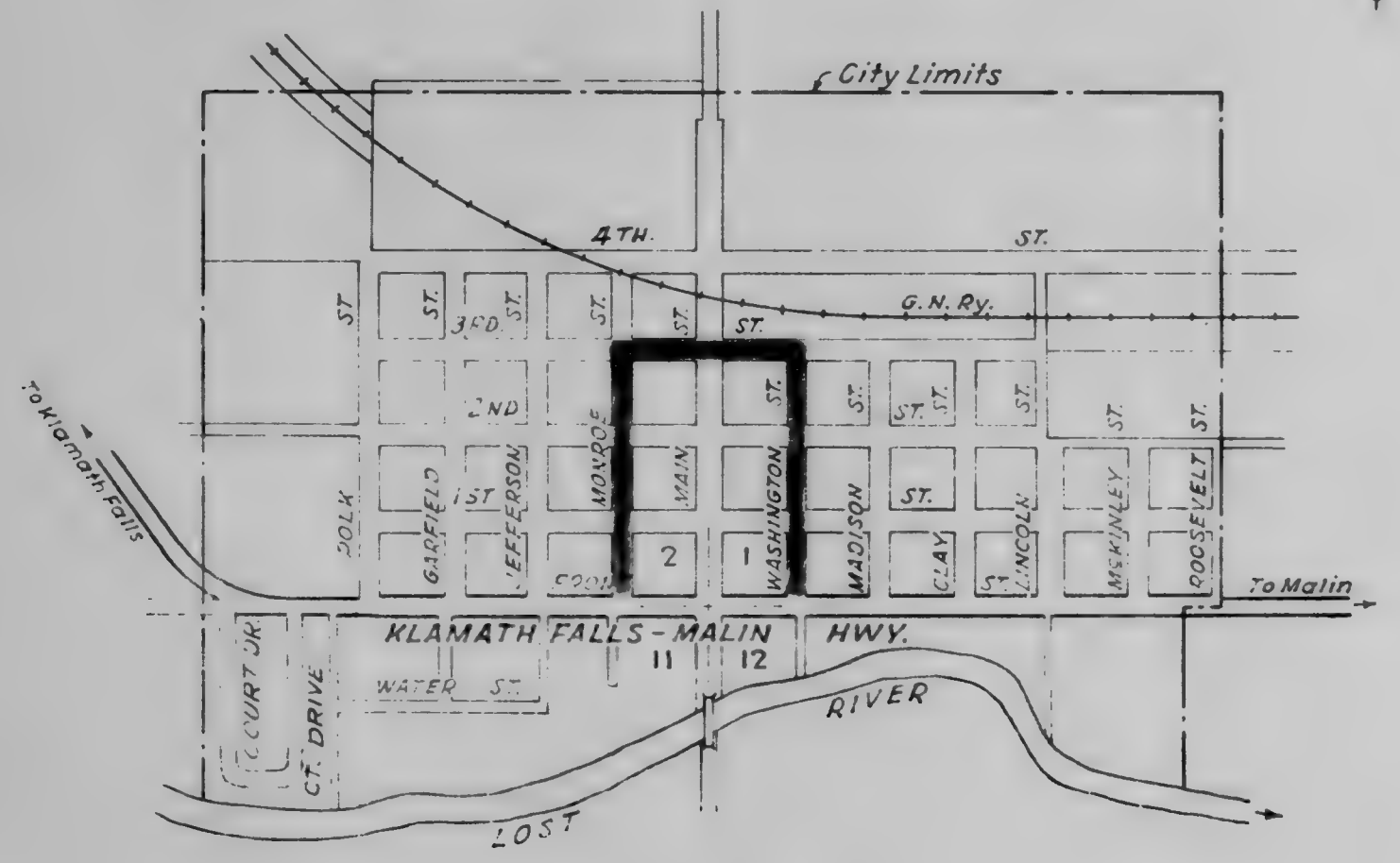
Total Estimate - $18,...

NOTE: City to have ground and brush prior to State's contract.

...EA:DM
... 93

MERRILL

Scale 1"=800'



Rev. 8 18-49

FORM E-128 60M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

In January of this year approval [illegible] of a city street in Merrill from the [illegible] route to Third Street on the eastern [illegible] of State Route, with the city to pay [illegible], as the total cost of the project was estimated at [illegible].

After the agreement had been signed by the city officials there was a change in city administration, and in May of 1961 the new City Council requested a change in the streets to be improved. Careful investigation was made of the alternate streets requested for improvement, and it was determined that the streets as [illegible] are receiving excessive wear from rubber tires. The estimated cost of the revised program is $[illegible], of which the City would pay $[illegible] and the State $[illegible].

I attach hereto a map on which is indicated, in green color, the streets the Council now requests be improved and, in red color, the streets formerly approved which are now to be deleted. The street area colored in blue is contained in both the old and the revised requests.

This matter will be on the road agenda, and I recommend your approval. This is the [illegible] Street item, and we would like to get it under contract as close to the [illegible] date.

Very truly yours,

[signature]

[illegible]
[illegible] Highway Engineer

Attach.
cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison
Mr. J. W. Cattrall

RECEIVED

Salem, Oregon
October 21, 1953

NOTED
Harold C. Ayers

Mr. W. C. Williams
O F F I C E

NOTED
J. F. HAGEMANN

The Highway Commission on January 23, 1953, approved a Special City Allotment project in the City of Merrill. The estimated cost of the project was $18,500. The city agreed to pay all costs over $15,000; and in addition, they were to grade, drain, place culvert, and add base rock prior to our contract which consisted of a cinder leveling course and 3" A.C. with binder and seal. The project as approved was on Lincoln Street from Front Street to Third Street and Third Street from Lincoln Street to Monroe Street, as shown colored in red and blue on the attached map.

Subsequent to the completion of the investigation there was a change in the city officials. The new Council found that city finances were insufficient to complete their portion of the project. By resolution dated July 16, 1953, the new Council requested cancellation of part of the project and the substitution of other streets. This revised request consisted of Washington Street from Front Street to Third Street, Third Street from Washington to Monroe Street, Monroe Street from Third Street to Front Street as shown colored in green and blue on the attached map, the blue being common in both requests.

The investigation of the revised request discloses that the streets qualify as to use and are receiving excessive wear. The cost is estimated at $18,000 which is $500 less than the first approval. The preparatory work on the part of the city is considerably less on the revised request because it does not have the drainage problem of the original.

It is recommended that the revised request be substituted for the original. The estimated cost is $18,000 for 3" A.C. 20' wide, with leveling course and binder. The distance of 0.50 mile is the same. The city will pay all costs over $15,000 and will grade, drain, and place additional base rock.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

10-2-53

On Jan. 21 1953 the Commission approved a project on Fincastle and Third Streets in the city of Bedford, as requested in their resolution dated March 6, 1952

The project as approved consisted of the placing of binding course and 3" asphaltic concrete pavement 28' in width, With the city to grade, drain and place base rock prior to the State Contract.

The city Council of that date were in agreement with the project as set up.

Subsequent to the completion of the engineering and engineers estimate a complete change in city officials took place. These new Councilmen found City finances would not suffice to complete the project as planned and requested a new project and the Cancelling of the former resolution on July 16, 1953

This New resolution moved ground again to the many Volunteers located on Third Street and Ground The constructed at a lower cost to the city.

Investigation of the new proposed project was made on July 23, 1953 and the streets were found to be showing damage and excessive wear

due to heavy and unusual industrial traffic; and we would be able to recommend a project of Washington Street from Front St to Third Street; Monroe Street from Front Street to Third Street; Third Street from Washington Street to Monroe Street. a revised estimate of the above proposed project is attached.

H Clyne

Preliminary Estimate 9-30-53

Municipal

Washington Street from Front St to Third St
Monroe Street from Front St to Third St.
Third St from Washington St to Monroe St.
a distance of 0.50 miles

Place Leveling Course & 3" Asphaltic Concrete Pavement 20' wide

Grading & Leveling Course	600	1.50	900.00
Tack Coat	25 gal	4.00	100.00
RS-1 Emulsion	12 tons	75.00	900.00
Class B Asphaltic Concrete	1200 tons	11.50	13800.00
			15700.00
			1962.50
			350.00
			18,012.50

$18,000.00

75,000 - 53

Merrill 7-23-53

Substitute Project

Investigated condition of streets named in substitute resolution. Washington and Monroe Streets, then called on Mayor Robt. R Walker - Councilmen Louis E. Stewart and Ronnie O L Thompson.

They favor this project on the grounds benefit of former request, but feel not have sufficient funds with which to perform their portion of construction and paying share of cost. And believe this new plan will in a great manner solve the problem of getting the trucks to the warehouses located on 3rd Street and cost less.

Washington Street, 3rd Street and Monroe Street are receiving excessive wear due to unusually heavy traffic and are in need of major repair.

The County will in August of this year, grade the streets and place additional base rock City will drain. The Street to place binder course and 3" asphaltic Concrete 20' in width with 3 shoulders City to pay all costs of project in excess of $5,000

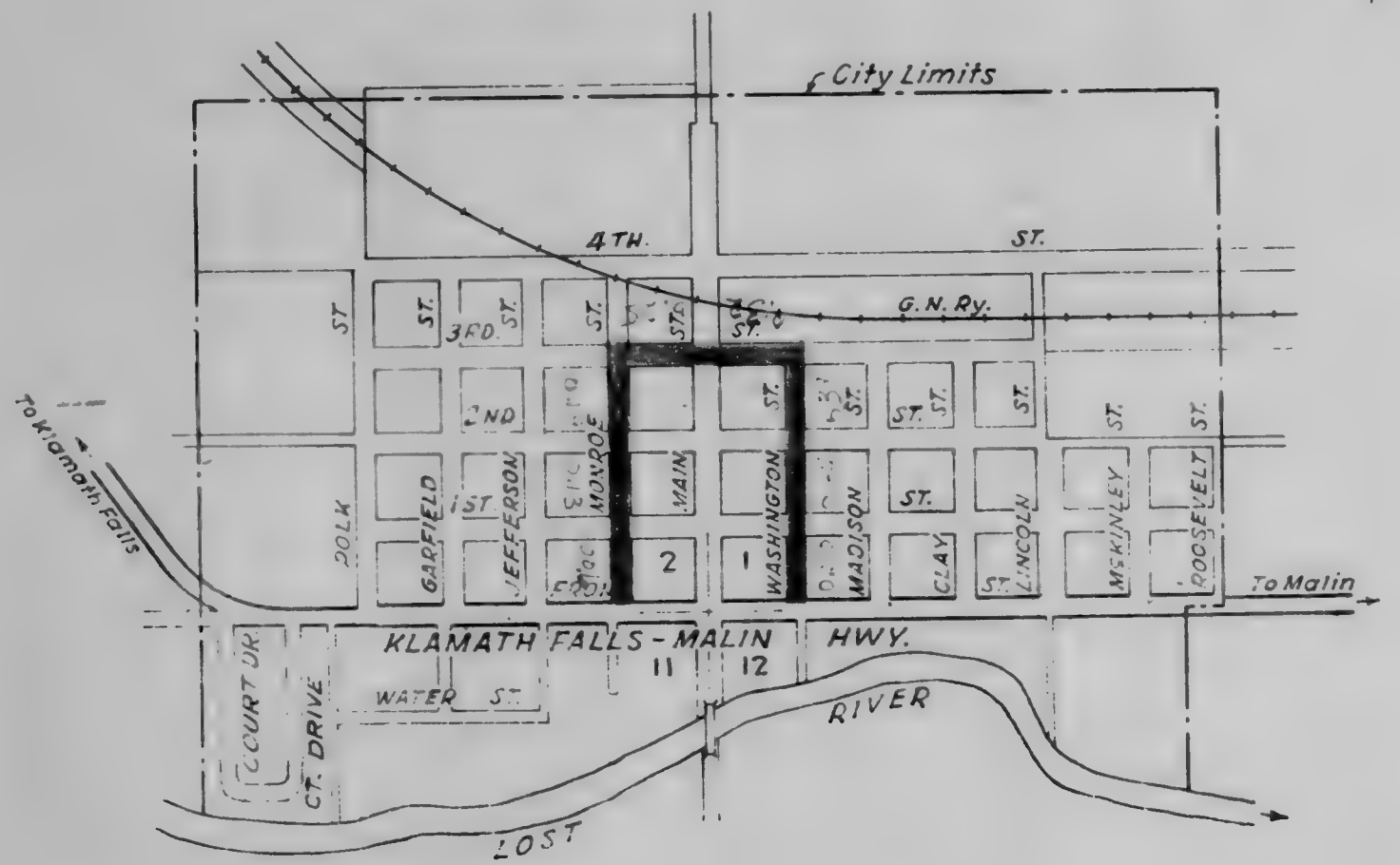
Believe we can recommend the project as requested on substitute resolution

H C Myers

Estimate to meet with Commission investigate possibility of job on highway through Merrill. HCM

MERRILL

Scale 1"=800'



Rev. 8-18-49

ROBERT R. WALKER, MAYOR WILBUR D. BRICKNER, ATTORNEY O. L. THOMPSON, JR., RECORDER

CITY OF MERRILL

MERRILL, OREGON

July 16, 1953

RECEIVED

R. H. Baldock, State Highway Engineer
John W. Attrall, Engineer, County & City Realations
State Highway Department
Salem, Oregon

NOTED J. F. HAGEMANN

NOTED J. W. CATTRALL

Dear Sirs:

This letter is a followup from our visitation to the office of John W. Cattrall on July 15, 1953.

The Common Council of the City of Merrill does herewith submit a substituted resolution and proposal for the disposition of the $15,000 allocation to the City Merrill from the 1952 appropriation of $250,000 of State highway funds by the State of Oregon.

The Common Council is of the opinion that the following streets within the City of Merrill are receiving excessive wear through heavy and unusual industrial traffic.

Washington Street from Front Street to Third Street.
Third Strset from Washington to Monroe Street.
Monroe Street from Third Street to Front Street.

The original project approved by the State Highway Dept. for which the allocation was to be spent is as follows. The original resolution adopted 3/6/52, by the Common Council.
Lincoln Street from Front Street to Third Street.
Third Street from Lincoln to Monroe Street.

The distance involved under the substituted and the original projects is approximately 0.50 mile.

The present administrators of the City of Merrill, elected to office in November, 1952 adopted the the new resolution on July 14, 1953 for the following reasons.

(1) The substituted Streets serve the same industrial plants as the original plan.
(2) The substituted Streets are in continuous use the year around, whereas the original receive more seasonal use.
(3) The substuted streets serve more business and residential owners than the original.
(4) The substituted streets will help alleviate the congested parking problems on Front St.
(5) The substituted streets will cost the City of Merrill less in preparatory costs prior to the State project expenditures.

If the State Highway Commission sees fit to accept the substituted resolution, and the time limits for completion of the project in 1953 are too short, the Common Council will have no objection to the holdover into 1954.

Sincerely yours,
Otis L. Thompson, Jr., Recorder

Enclosures

-SUBSTITUTED PROPOSAL-

R E S O L U T I O N

7-14-53

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of MERRILL is an incorporated city of the State of Oregon, and has a population of 835, as given by the latest official census, and

WHEREAS, the following streets of said city, Washington St. from Front St. to Third St.; Third St. from Washington St. to Monroe St.; and Monroe St. from Third St. to Front St.

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Washington St. from Front St. to Third St.;

Third St. from Washington to Monroe St.;

Monroe St. from Third St. to Front St.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of MERRILL does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Recorder Otis L. Thompson, Jr. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th day of July, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

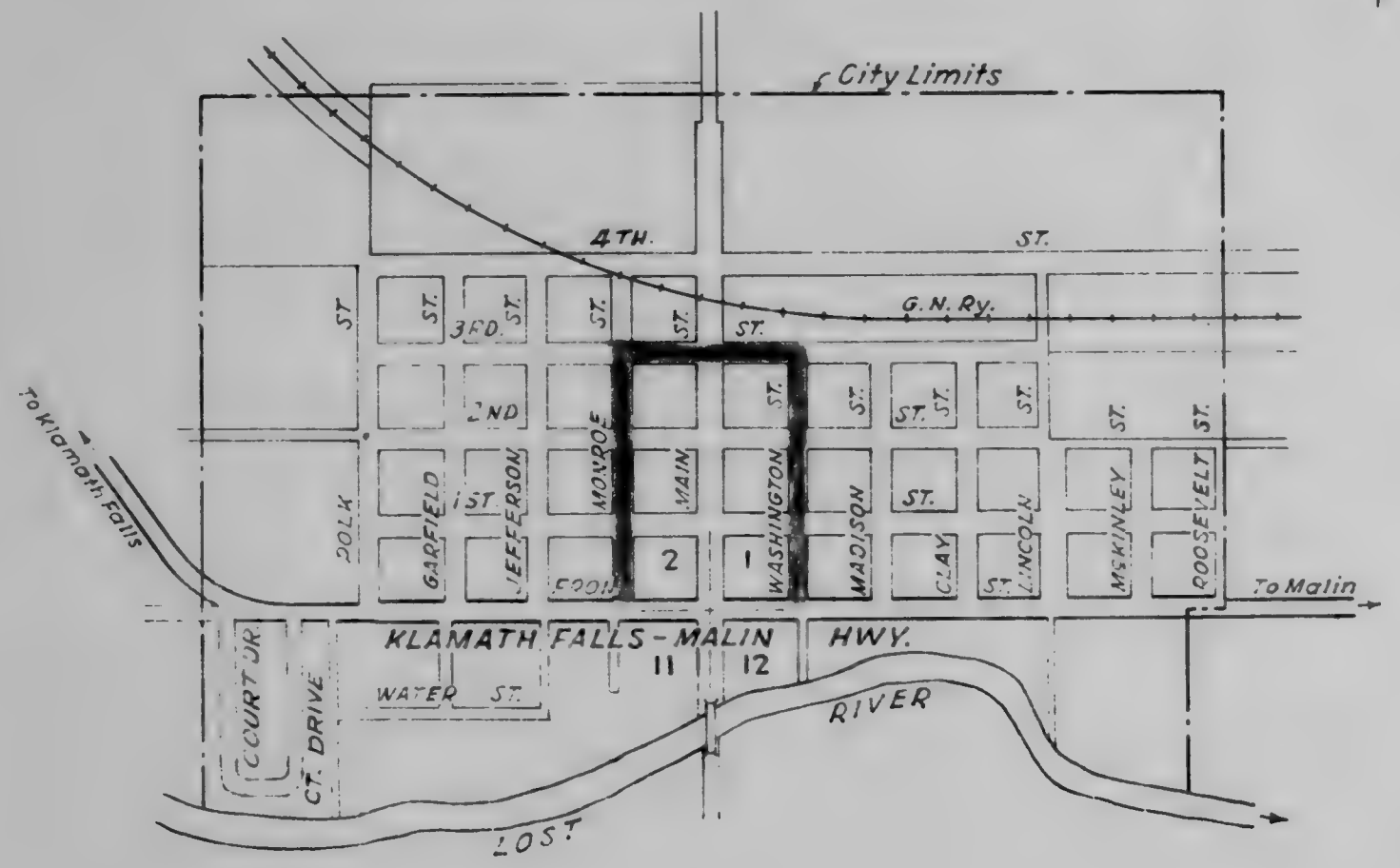
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of MERRILL at a regular or special meeting of said Council, held on the 14th day of July, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of July, 1953.

Otis L. Thompson Jr.
City Recorder

MERRILL

Scale 1"=800'



Rev. 8 18-49

July 8, 1953

NOTED
J. W. CATTRALL

Mr. Otis L. Thompson Jr.
City Recorder
Merrill, Oregon

NOTED
Harold C. Ayers

Dear Sir:

The State Highway Commission plans to call for bids at its August meeting for the improvement of Lincoln Street and Third street in the City of Merrill. Enclosed are two copies of an agreement covering this project. This agreement is in accordance with the Special City Allotment Project as requested by the City and approved by the State Highway Commission.

As the contract will not be awarded until signed copies of this agreement are in our hands, it would be appreciated if you could return both copies, signed by the Mayor and City Recorder with their signatures attested by a third party, to this office prior to July 20. After signature by the State Highway Commission, a duly executed copy will be returned for the city's records.

Very truly yours,
R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

Encl.

NOTED
J. F. HAGEMANN

NOTED
V. R O'NEIL

NOTED
Harold C. Ayers

Salem, Oregon
July 1, 1953

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

We hand you herewith the field data on the Special City Allotment project in Merrill. The data has been checked and found to be consistent with that approved by the Commission.

The field estimate reflects a cost higher than preliminary estimate. City will be contacted regarding their share of cost as soon as engineering estimate is completed.

John W. Cattrall
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

HCA:MM
Encl.

cc: Mr. V. O'Neil

NOTED
J. F. HAGEMANN

70.15

Merrill 10-1-52

Preliminary Estimate

Lincoln Street, from Front Street to Third Street;
Third Street, from Lincoln Street to Monroe Street.
a distance of approximately 0.50 mile.

Place leveling Course of Cinders Variable depth and 3" asphaltic Concrete pavement 20' width.

Preparation of base	0.50 mile	$1000.00	$500.00
Cinders in base	1050 Cyds	1.50	1575.00
Sprinkling	30 mgal	3.00	90.00
RS1 in binder & seal	20 tons	65.00	1300.00
Class B. asphaltic Concrete	1125 tons	11.00	12375.00
aggregate in seal coat	40 Cyds	6.00	240.00
	Preliminary Estimate of Construction Cost		$16 080.00
	12½% Engineering & Contingencies		2010.00
	Preliminary Engineering		350.00
			$18,440.00

$18,500

10-1-52

Merriel 6-26-52

Made investigation of condition of Streets and generating causes for heavy use, then contacted Councilman L. C. Reeves.

Polk, Third and Lincoln Streets are no doubt heavily used during harvest season as there are several grain elevators, potatoe warehouses and turkey receiving and slaughtering houses located adjacent to 3rd Street and trucks use this route to reach these industries

as the requested project would be 0.9 miles in length advised Mr. Reeves that cost would be high & city would have to raise a considerable sums for a cooperative project, Mr. Reeves stated city's financial condition would not allow a large outlay and requested they be allowed to revise their resolution and request only the easterly portion, that is, Lincoln Street from Front Street to 3rd and Third Street from Lincoln St. to main Street as it was receiving the most use.

A rough preliminary estimate of the cost of repairing this portion showed a high cost, so Mr. Reeves asked if city could help in any way, as the city has a source of cinders and a local Ice Factory who gives them low costs on grading etc, suggested that city grade and base and State to place pavement, but warned him city had no assurance that project would be approved, as it would be presented

along with others for Commission approval.

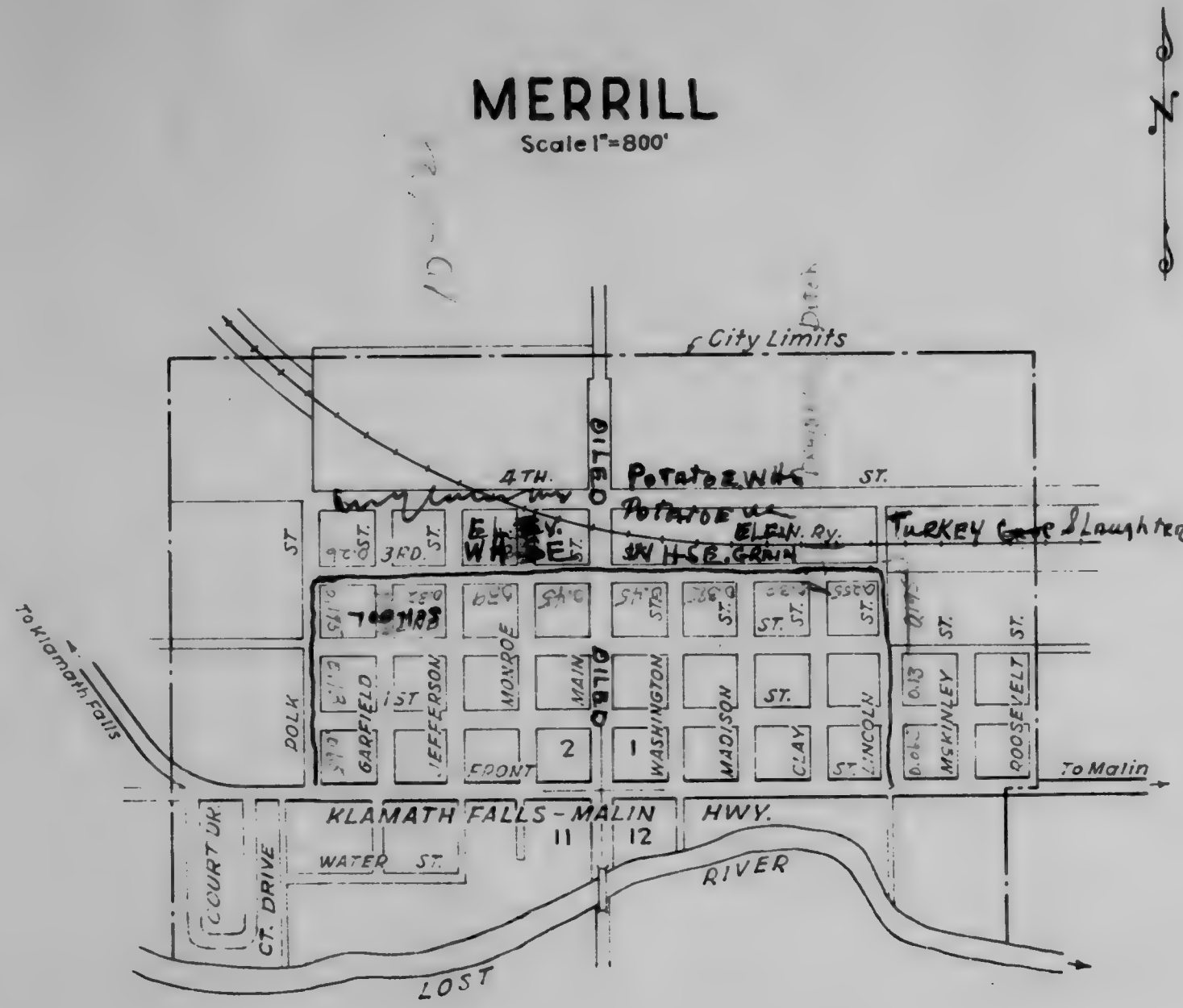
Mr. Reeves stated that the City Official realized the approval or disapproval lay with the Commission, but seemed to the street needed a heavier base, because of the very heavy traffic would go ahead and grade and place base course, cinders and "hope for the best".

Believe a project should be recommended as these streets are the logical route for trucks, and street show evidence of the heavy unusual use.

H. C. Eyers.

MERRILL

Scale 1"=800'



Rev. 8-18-49

FORM E-[illegible] 10M 4-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

C-21-52

April 28, 1952

Mr. Otis L. Thompson, Jr.
City Recorder
Merrill, Oregon

J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Merrill requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1953 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

Form cc-50
Special City Allotment

NOTED
Highway Commission

RECEIVED
APR 21 1952

4-10-52

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of MERRILL is an incorporated city of the State of Oregon, and has a population of 835, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,

Polk Street from Front Street to Third Street

Third Street from Polk Street to Lincoln Street

Lincoln Street from Third Street to Front Street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Polk Street from Front Street to Third Street

Third Street from Polk Street to Lincoln Street

Lincoln Street from Third Street to Front Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

Form oc-50

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of MERRILL does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Councilman L. E. Reeves as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of March, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - -

MERRILL

Scale 1"=800'

F. E. TROTMAN, M. D., MAYOR | THOMAS W. CHATBURN, ATTORNEY | O. L. THOMPSON, JR., RECORDER

CITY OF MERRILL

MERRILL, OREGON

April 4, 1952

John W. Cattrall, Engineer
Couty and City Relations
State Highway Dept.
P O Box 30
Salem, Oregon

Dear Sir:

Please forward at the earliest date the proper application of the State Highway Dept. for the improvement of streets not a part of the State highway system. It is the desire of the officials of the City of Merrill to apply for an appropriation from the 1953 Special City Allotment Fund.

Thanking you in advance for your cooperation.

Very truly yours,

Otis L. Thompson, Jr.
Recorder

Forms sent
Ap. 18, 1952

NOTED
J. E. HALLEMAN

RECEIVED
APR 18 1952
ENGINEER
COUNTY AND CITY RELATIONS

Form A-150—10M—12-54

NOTED
J. W. CATTR...

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayt...

Invoice No. 39714

City of Brownsville
Brownsville, Oregon

RECEIVED
JUN 20 1955
ENGINEER
...CITY RELATIONS

Date June 16, 1955

Your Req. No.

Billing Request No. ...-168

Attn: E. W. Richardson, City Recorder

Credit distribution: 322-1713-895

Agreed City of Brownsville's share of 1954 Special City Allotment project for grading and paving Linn Street. Covered by agreement dated April 26, 1954. City to pay all costs in excess of $15,000.

Advance Deposit		3,100.00
Contract Items	16,175.59	
Construction Engineering	1,435.08	
Survey	916.51	
Total cost	17,527.18	
Less: Agreed State Share	15,000.00	
Balance due		2,527.18
To be refunded		$ 572.82

ACKNOWLEDGMENT OF BILLING REQUEST

City Re...

By ...

Date: 10-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 18 1954

NOTED ON CARD

RECEIVED
FOR FILING

322 - 1713
4191
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 15, 1954

(EST. NO.) (CONTRACTOR)

4191	3-final	P. B. DOHERTY & SON	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20969	R-106170	$ 500.00	10/14/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: July 17, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 18 1954

MOVED ON CASE

RECEIVED
OCT 1 3 1954
FOR FILING

325-178
4191

PACIFIC INDEMNITY COMPANY
Los Angeles

SWETT & CRAWFORD
UNDERWRITING MANAGERS

240 HENRY BUILDING. SEATTLE 1. WASH.

September 27, 1954

State of Oregon
Mr. H. B. Glaisyer, Secretary
Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Dear Mr. Glaisyer: Subject Bond No. C502979
P. B. Doherty & Son
State Highway Contract No. 4191

Thanks for your letter of September 22, 1954.

We have been informed that Mr. Doherty was of the opinion that all of the gravel used on this job was taken from a pit owned by the State Highway Department, but he said that if he owes the City of Brownsville anything, he will promptly pay it.

Thank you for notifying us.

Yours very truly,

SWETT & CRAWFORD

Gerry L. White

Gerry L. White, Manager
Fidelity & Surety Department

GLW:ac

cc - Mr. R. A. Jellum,
Swett & Crawford, Portland

RECEIVED

RECEIVED
OCT 1 1954
FOR FILING

3[illegible]-72
4191

PACIFIC INDEMNITY COMPANY
Los Angeles

SWETT & CRAWFORD
UNDERWRITING MANAGERS

240 HENRY BUILDING, SEATTLE 1, WASH.

September 27, 1954

State of Oregon
Mr. H. B. Glaisyer, Secretary
Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Dear Mr. Glaisyer: Subject Bond No. C502979
P. B. Doherty & Son
State Highway Contract No. 4191

Thanks for your letter of September 22, 1954.

We have been informed that Mr. Doherty was of the opinion that all of the gravel used on this job was taken from a pit owned by the State Highway Department, but he said that if he owes the City of Brownsville anything, he will promptly pay it.

Thank you for notifying us.

Yours very truly,

SWETT & CRAWFORD

Gerry L. White

Gerry L. White, Manager
Fidelity & Surety Department

GLW:ac

cc - Mr. R. A. Jellum,
Swett & Crawford, Portland

RECEIVED

RECEIVED
SEP 23 '54
FOR FILING

September 22, 1954

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

We have received a letter from Edwin J. Richardson, City Recorder for the City of Brownsville, in which he states that J. B. Doherty and Son owe them an unstated amount of money for gravel purchased from the City. The job to which he refers is the State Highway Contract No. 4227 [illegible] J. B. Doherty and Son for grading and paving on [illegible] in the City of Brownsville.

[illegible] is furnished as your company requires a report on the performance bond furnished for this contract.

Very truly yours

[illegible]

Secretary

EA:wim

cc - Burham and Bates
901 S. W. Washington
Portland 5, Oregon

J. B. Doherty and Son
3105 S. E. 55th Street
Portland, Oregon

RECEIVED
OCT 20 1954
FOR FILING

September 22, 1954

Mr. Edwin S. Richardson
City Recorder
City of Brownsville
Brownsville, Oregon

Dear Sir:

This is to acknowledge your letter of September 18 concerning an unstated amount that I. B. Doherty owes you for travel furnished to him. Apparently, the project to which you refer is our Contract No. 4191 awarded to P. B. Doherty and Son for grading and paving on Linn Street in the city of Brownsville. The job was completed July 17 and accepted by the Commission on August 9, 1954, but to date final payment has not been made.

The Pacific Indemnity Company, 901 S. W. Washington Street, Portland 5, furnished the bond for this contract, which bond assures satisfactory completion and payment of all bills incurred in the contract.

If you feel that it might be advisable to protect your claim for a period longer than six months following acceptance of the contract, it is suggested that you file your claim with the Secretary of State. We have attached an excerpt from the Oregon laws outlining the procedure in preparing this filing. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

It would be appreciated if you would let us know the amount of material secured and the amount of your claim in dollars.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:rdm
Attach.

CITY of BROWNSVILLE

OFFICE of the RECORDER

BROWNSVILLE, OREGON

September 18, 1954

1181

State Highway Department
Salem, Oregon

Gentlemen:

We should like to call to your attention the fact that Doherty Construction Company had an agreement with the city to purchase gravel from us. He took the gravel, and used it on the rebuilding job that you let to him on contract here in the City of Brownsville, on North Linn Street, but has not as yet paid us for it. We should like to know what we can do about collecting this item, if you can help us at all.

Yours very truly
Edwin S. Richardson
Edwin S. Richardson

REFERRED TO
BY SECRETARY
prepare reply

RECEIVED
SEP 21 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

322-1713
1 1

August 26, 1954

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State Highway Contract No. 4191 for grading and paving on the Brownsville (Linn Street) Section in Linn County was completed by the contractor, P. B. Doherty & Son, on July 17 and was formally accepted by the Highway Commission on August 20, 1954.

Final payment in the amount of $500.00 will be released to the contractor on or after August 26, 1954. The total contract amount is $15,175.59 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

pl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
8-16-54

RECEIVED
FOR FILING
AUG - 1954
4191

August 3, 1954

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to P. B. Doherty & Son on contract No. 4191, for grading and paving on the Brownsville (Linn Street) Section in Linn County.

This payment, in the amount of $3,872.76, will be released to the contractor on or after August 13, 1954. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

MOTED ON CARD
8-3-54 gf

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 17,1954, 19

Section Brownsville (Linn St.) Kind of work Grading and Paving

Highway City Street Section prefix 322-1713

Contractor P B Doherty & Son Contract number 4191

Date of contract May 17,1954, 19 Date of completion Sept. 30,1954, 19

Date work started June 3,1954, 19 ~~Revised~~ date of completion July 17,1954, 19

Amount of contract . . . . . $ 16035.21 Per cent of time elapsed 48 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 16035.21

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 1227.58, 100 % Date project was completed July 17,1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Morse Bros of Lebanon Sand & Gravel Co. doing the paving from Lebanon Plant.

Completed paving July 12,1954, Monday. 848.565 tons.

P B Doherty did shoulder and finishing work, completed, Saturday, July 17,1954.

Engineers on Plant and Stret inspection, checking materials, supervision.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

RECEIVED
JUL 20 1954
OFFICE OF
CONSTRUCTION ENGR.

Signed H. M. Mitchell Jr Engr

Address Lebanon Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.48	0.48			0.48
Miles partially completed					
Miles completed					848.565
Total estimated quantities	1209	4010			848.565
Estimated quantities moved or placed to date	1209	4010			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1 day	1		1 day	1
Hours per shift		8			8
Average force on project for week		10			25

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men	5						
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons	5						
Men and tractors	motor grader 1						
shovel	roller 2 1						

Equipment used during week: Shovels ....1...., Power graders ....1...., Rollers ....2...., Mixers ....1...., Crushing or screening plants ....0....

Compressors ....., Bulldozers ....1...., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday		all	
Wednesday			
Thursday	thick		
Friday			
Saturday			

STATE PRINTING

RECEIVED
JUN 11 1954
FOR FILING

June 11, 1954

P. B. Doherty & Son
3105 N. E. 55th St.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4191, which was awarded to you on May 17, 1954 by the State Highway Commission, for grading and paving on the Brownsville (Linn Street) Section in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

May 24, 1954

NOTED
V. R. JONES

Mr. Edwin P. Richardson
City Recorder
Brownsville, Oregon

NOTED
Harold C. Ay...

Dear Sir:

On May 17, 1954 the State Highway Commission awarded a contract to P. B. Doherty & Son for grading, placing of base rock, and paving of Linn Street in Brownsville. The contract provides that all work be completed by September 30, 1954.

Enclosed for your records is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

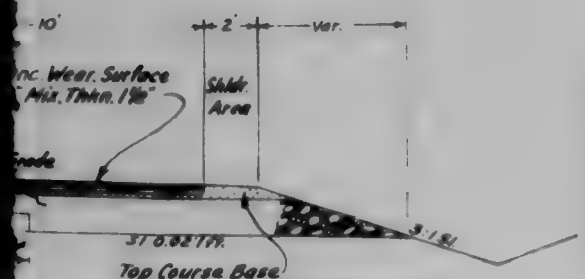
John F. Hagemann
Asst. Engr., County and City Relations

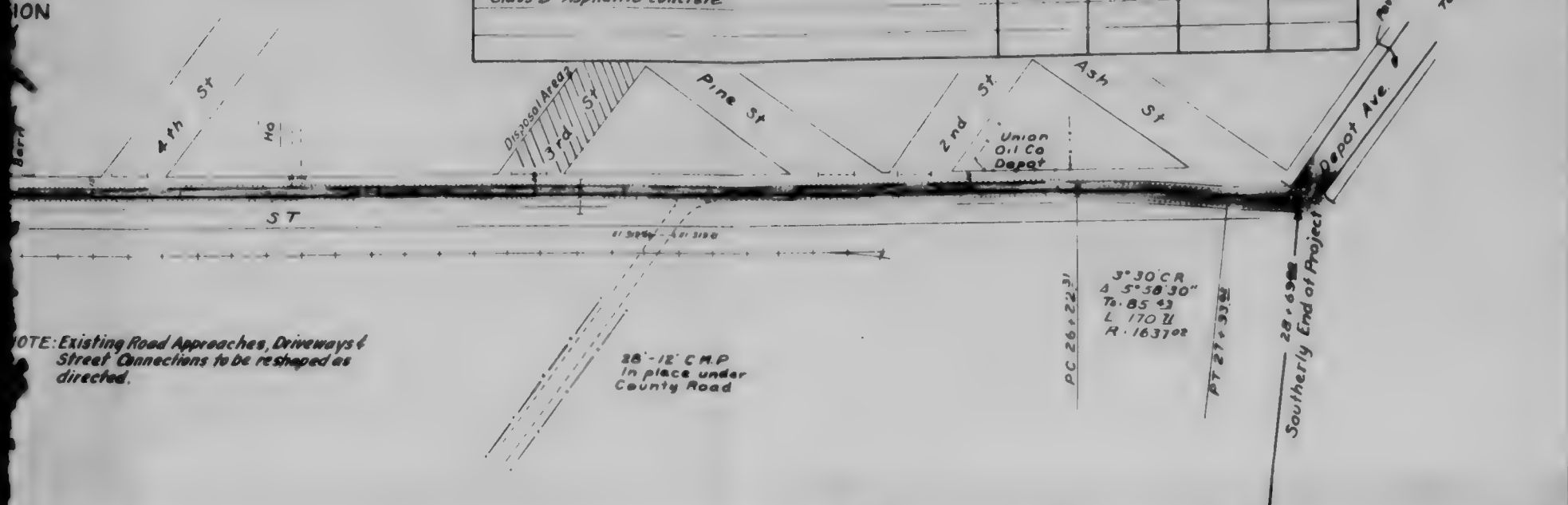
HCA:MM
Encl.

BROWNSVILLE (LINN ST.) SECTION CITY STREET LINN COUNTY				SHEET No
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON			

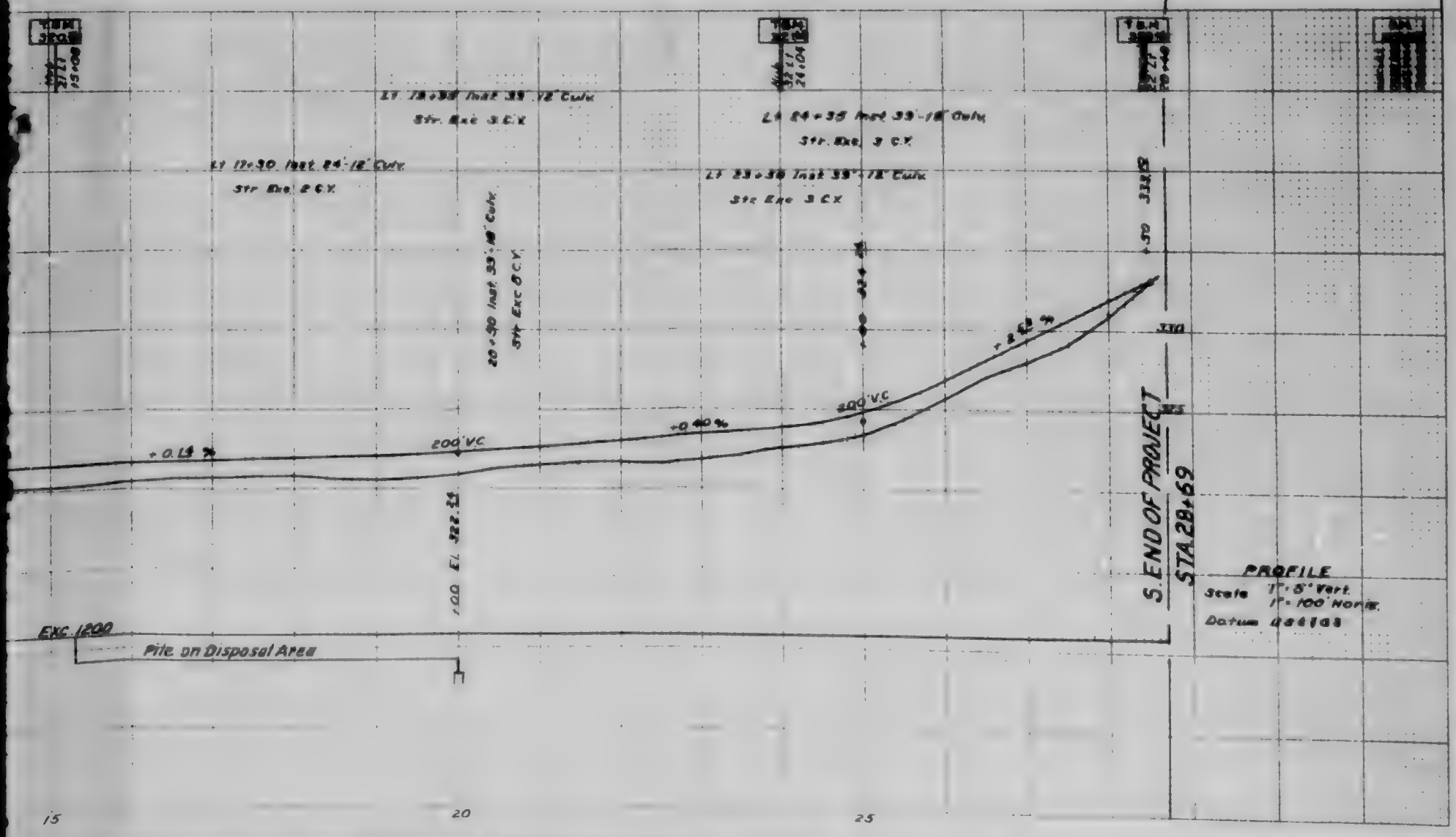
SUMMARY

ITEM	UNIT	NET QUAN.	ALLOWANCE	TOTAL
Structural Excavation, Unclassified	Cu Yd	30	5	35
General Excavation, Unclassified	Cu Yd	1200	200	1400
12-inch Concrete Pipe	Lin Ft	285	25	310
18-inch Concrete Pipe	Lin Ft	39	3	42
Coarse Material in Base	Cu. Yd	2500	300	2800
¾"-0 Material in Base & Shoulders	Cu Yd	513	57	570
Sprinkling	M-Gal	75	5	80
Class "B" Asphaltic Concrete	Ton	922	78	1000

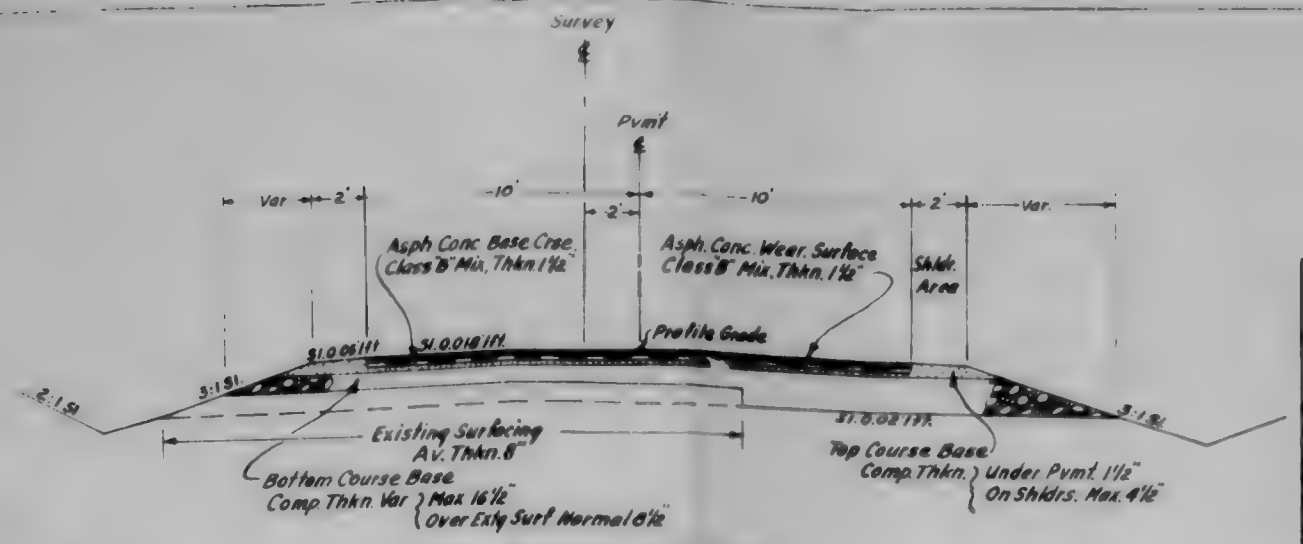




NOTE: Existing Road Approaches, Driveways & Street Connections to be reshaped as directed.



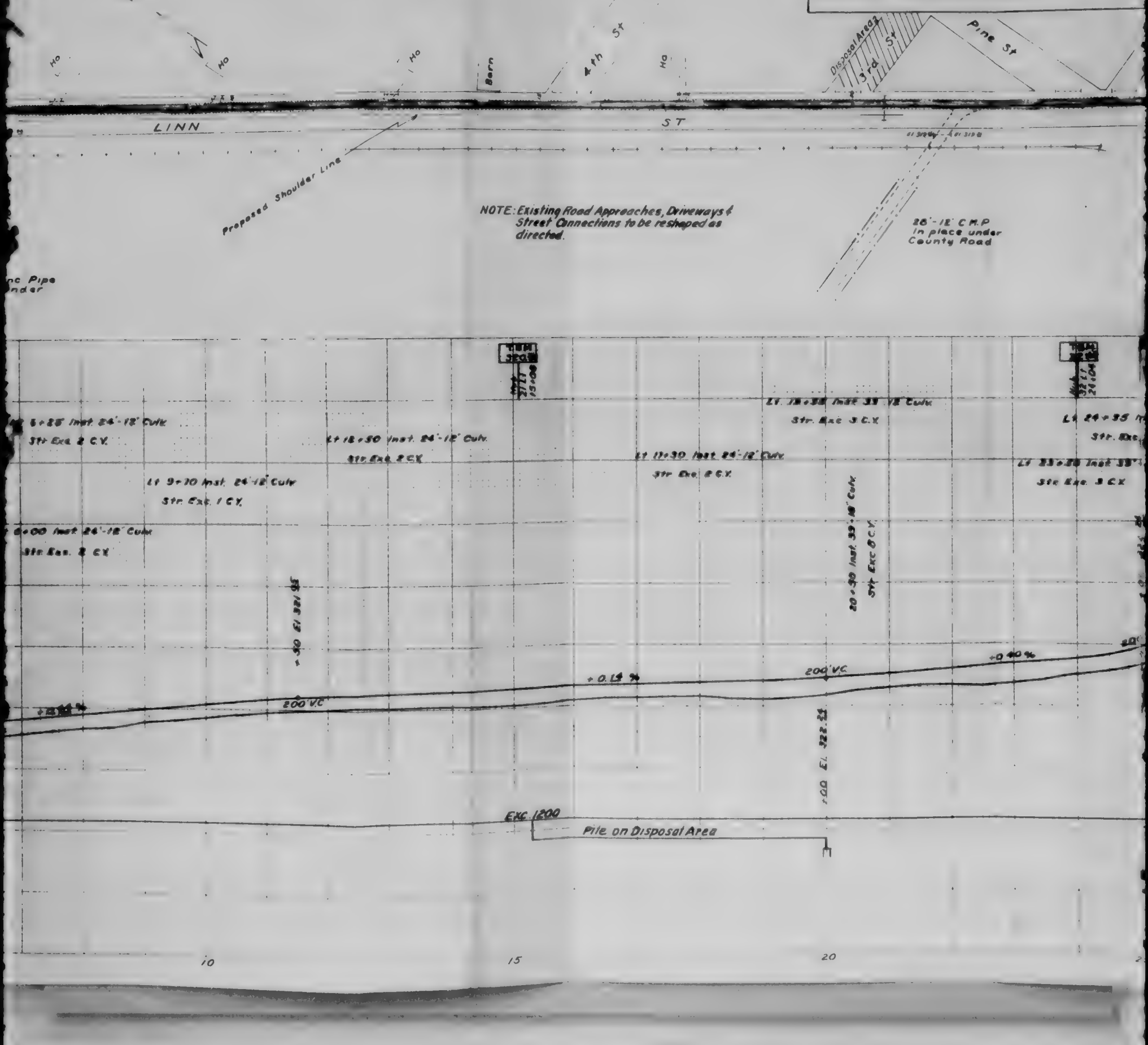
PROFILE
Scale 1"=5' Vert.
1"=100' Horiz.
Datum as shown

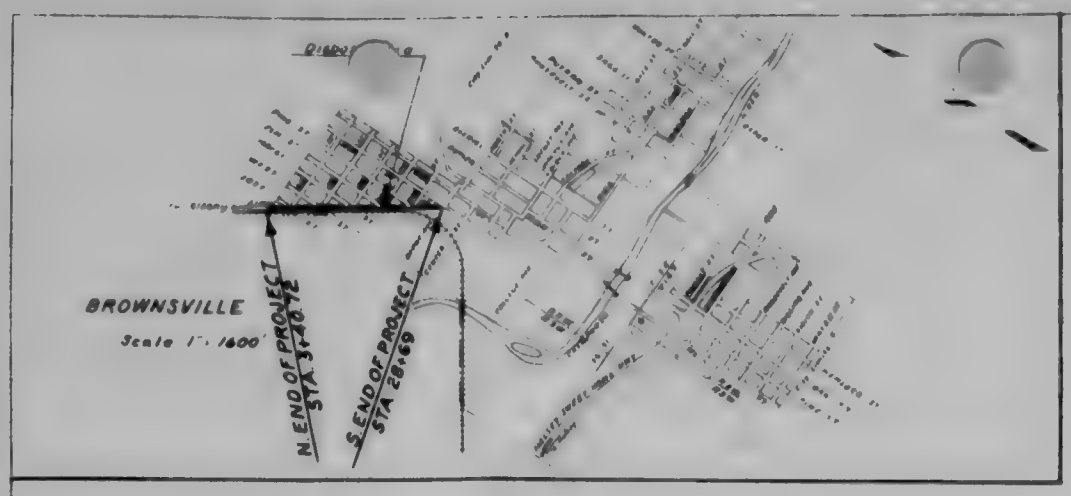


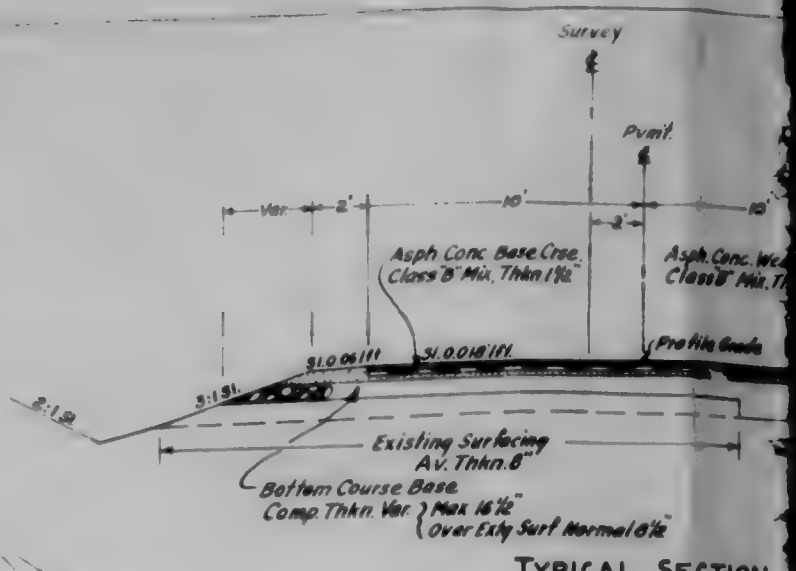
TYPICAL SECTION

SUMM

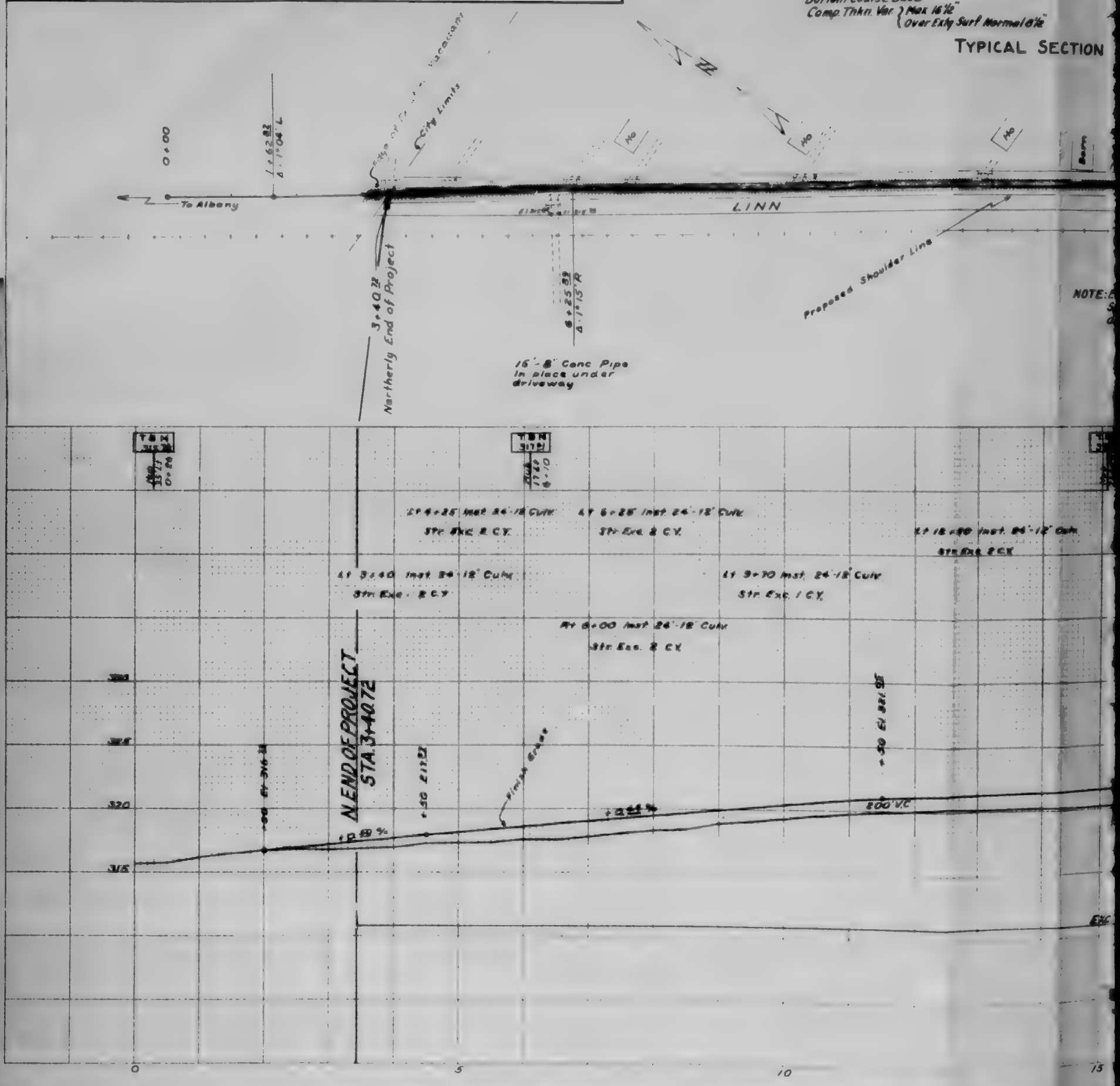
ITEM
Structural Excavation, Unclassified
General Excavation, Unclassified
12-inch Concrete Pipe
18-inch Concrete Pipe
Coarse Material in Base
¾"-0 Material in Base & Shoulders
Sprinkling
Class "B" Asphaltic Concrete







TYPICAL SECTION



FINAL SURVEY

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
QUANTITIES
AREA
AREAS CHECKED

NOTED
V. R. JONES

May 18, 1954

Mr. Edwin S. Richardson
City Recorder
Brownsville, Oregon

NOTED
Harold C. Ayers

Dear Mr. Richardson:

This is to acknowledge receipt of a check in the amount of $3,100 from the City of Brownsville.

The contract for the Special City Allotment project will be awarded at an early date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

FORM S-30 2M 9-51 52315

322-17.2

4191

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

L

NOTED
W. C. WILLIAMS

We have received the advance deposit from the City of Brownsville for the Special City Allotment project approved by the Highway Commission on December 10, 1953. Bids for this project were received on May 11, 1954.

This project is now clear for contract award.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM

cc: S. H. Probert

RECEIVED
FOR FILING

222-1713

4191

AGENDA
JUN 23 1954

3a-9

May 17, 1954

P. B. Doherty & Son
3105 N. E. 55th Ave.
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 accepted your proposal for Grading and Paving Project of Linn Street in Brownsville in Linn County for the sum of $15,344.70 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been satisfied. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4191.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage
Goldie Lewis

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 17, 1954
1:00 p.m.

P. B. Doherty & Son
3105 N. E. 55th Ave.
Portland 13, Oregon

Contract for Brownsville (Linn Street) Grading and Paving Project, Linn County for which you submitted low bid on May 11, 1954 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5001-900)
Files
C. W. Head

RECEIVED
MAY 14 1954
FOR FILING

322-1713

4191

May 13, 1954

P. B. Doherty and Sons
3105 N. E. 55th Avenue
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 11, 1954 accepted your bid in the amount of $ 5,344.70 for the Brownsville (Linn Street) Grading and Paving Project in Linn County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

NOTED
V. R. JONES

May 13, 1954

Mr. Edwin S. Richardson
City Recorder
Brownsville, Oregon

NOTED
Harold C. Ayers

Dear Sir:

On May 11, 1954, the State Highway Commission received a bid on the Linn Street Special City Allotment project in Brownsville. The bid was made by P. B. Doherty and Sons of Portland, and the estimated total cost based on this bid is as follows:

Contract Items	$15,344.70
Engineering and contingencies	1,918.09
Survey	850.00
Total.....	$18,112.79

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with this project an advance deposit of $3,100 is required. Please make this deposit by means of a certified check made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

NOTED
J. F. HAGEMANN

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM

NOTED
V. R. JONES

May 13, 1954

Mr. Edwin S. Richardson
City Recorder
Brownsville, Oregon

NOTED
Harold C. Ayers

Dear Sir:

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Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

NOTED
J. F. HAGEMANN

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

HCA:MM

RECEIVED
APR 29 1954
FOR FILING
322-1713
1171
Brownsville

April 28, 1954

Mr. Edwin S. Richardson
City Recorder
City Hall
Brownsville, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Brownsville covering the Special City Allotment project on Linn Street from Depot Street to the north city limits, a distance of approximately 0.50 mile.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FOR FILING

file

322-1113
4171
Brownsville

Salem, Oregon
April 28, 1954

Fix

Mr. John W. Cattrall
City County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Brownsville covering the Special City Allotment project on Linn Street from Depot Street to the north city limits, a distance of approximately 0.50 mile.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Brownsville, Oregon.

Very truly yours

Secretary

rn
Attach: 1

RECEIVED
FOR FILING

322-1713
4191
Brownsville

file

Salem, Oregon
April 28, 1954

Tax 5

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of an agreement with the City of Brownsville covering the Special City Allotment project on Linn Street from Depot Street to the north city limits, a distance of approximately 0.50 mile.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Brownsville, Oregon.

Very truly yours

Secretary

rn
Attach: 1

FORM E-90 20M 8-51 58010

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1954

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project in Brownsville as approved by the Highway Commission on December 10, 1953. Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

December 10, 1953

ORDINANCE NO. 354

An ordinance providing for a form of agreement by and between the City of Brownsville, Oregon, and the State of Oregon acting by and through its State Highway Commission for the improvement of Main Street from Light Street to the north city limits, a distance of approximately 0.55 mile and declaring an emergency.

WHEREAS, the City of Brownsville, Oregon, has heretofore made application to the State of Oregon acting by and through the State Highway Commission for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Main Street, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, the City to pay all costs in excess of $15,000.

The people of the City of Brownsville do ordain as follows:

Section 1. That that certain form of agreement herein above referred to be entered into by the City of Brownsville, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Main Street and is hereby approved and accepted as so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. WHEREAS it is necessary that said improvements be made in the spring or summer of 1954, while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Brownsville, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

Ayes Fullager, Page, Peterman, Porter, Shipley

Nays

Submitted to and approved by the Mayor on the 12th day of April, 1954.

ATTEST:

Edwin A. Richardson
Recorder

Ben Fisher
Mayor

OK Form

NOTED
V. R. JONES

March 15, 1954

Mr. Edwin S. Richardson
City Recorder
Brownsville, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Richardson:

The State Highway Commission plans to call for bids at its May meeting for the repair of Linn Street in the City of Brownsville. Enclosed are three copies of an agreement covering this project. This agreement is in accordance with the Special City Allotment project as requested by the City and approved by the Highway Commission.

Will you please have the City Council pass an ordinance, similar to the attached example, authorizing the Mayor and Recorder to sign the enclosed agreement. Please include a copy of this ordinance with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreements are in our hands, will you please have the Mayor and Recorder sign the attached agreement, with their signatures attested by a third party, stamp with the City Seal, and return all signed copies to this office prior to April 12, 1954. After signature by the State Highway Commission, a fully executed copy will be returned for the City's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

NOTED
V. R

Salem, Oregon
February 15, 1954

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. Pease

NOTED
J. F. HAGEMANN

We hand you herewith the field data on the Special City Allotment project in Brownsville. These plans have been checked and found to be consistent with the project requested by the city and approved by the Commission, and within the money allocated.

John W. Cattrall
Engineer, County and City Relations

By HCA

H. C. Ayers
Field Engineer

HCA:MM
Att.

cc: Mr. Virgil O'Neil

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

December 17, 1953

NOTED
Harold C. Ayers

Mr. Edwin S. Richardson
City Recorder
Brownsville, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

The State Highway Commission at its December 10-11, 1953 meeting approved a project in the City of Brownsville to be constructed from the 1954 Special City Allotment fund as provided for in Chapter 149, Oregon Laws 1949.

The project was approved on the basis of the City paying all costs of the project in excess of $15,000. It is to consist of placing of base rock and asphaltic concrete pavement on Linn Street from Depot Street to the no th city limits, a distance of approximately 0.50 mile, and is presently estimated to cost $26,400.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:as

CITY of BROWNSVILLE

NOTED
J. W. CATTRALL

OFFICE of the MAYOR

BROWNSVILLE, OREGON

October - 24 - 1953

Mr. Harold C.Ayers
Field Engineer
Oregon State Highway Comm.
Salem Oregon.

Dear Mr. Ayers

As to our conversation yesterday I take pleasure to inform you that I contacted the Councilmen of the City of Brownsville and all are of the opinion and very much in favor of the planed street improvement in North Brownsville

So with their approval I will gurantee that the City will pay the $11,000.00 above the State Allotment on this job

The City has had this project on its agenda for some past years and is shure pleased to see that it is moving forward

And I will also take the oppertunity at this time in behalf of the City Councill and Myself to thank you for what you have done for the City

With Best Regards I Remain

Yours Truly

Ben Fisher

Ben Fisher Mayor

RECEIVED
'53

FORM E-90 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 14, 1953

SUBJECT: Brownsville City Street
Linn County

To: Mr. J. D. Walker,
Division Engineer,
D e p a r t m e n t .

NOTED
Harold C. Ayers

Dear Sir:

Mr. Ayres of the County & City Relations Department requested a base design recommendation for a short project under consideration on a city street in Brownsville.

This street is now paved but is breaking up badly under logging truck traffic. The paving in place is 8 inches in depth. Laboratory tests have been completed on soil samples from the area and the recommended thickness of the base course plus wearing surface is 17½ inches for heavy traffic and 11½ to 12 inches for medium traffic. The eight inches of surfacing now in place has, of course, a certain definite value in the recommended design thickness.

Respectfully submitted,

Richard L. Lenz

Richard L. Lenz,
Division Soils Engineer.

RLL:AM
cc Mr. H. G. Smith
Mr. H. C. Ayres
Mr. S. F. Walters

RECEIVED

~~Jan 12~~
No. 33

~~7-3-53~~

Broconville

Preliminary Estimate

Lenin Street from Depot Street to N. city limits. a distance of approximately 0.50 mile.

Grade, place 6" of base rock 24' wide. 3" of asphaltic Concrete pavement 20' wide.

Excavation	1000 cuyds	$1.00	$1000.00
Excavation trench	100 cuyds	3.00	300.00
12" concrete pipe	400 lin ft.	2.25	900.00
3"-0 in base	1650 cuyds	2.75	4537.50
3/4"-0 in base shoulders	900 cuyds	4.00	3600.00
Sprinkle	70 mgal	3.00	210.00
3/4"-0 in binder course	60 cuyds	5.00	300.00
R.C.-3 in binder course	11 tons	70.00	770.00
Class "B" asphaltic Concrete	1180 tons	9.50	11210.00
		Preliminary estimate of Construct	$22,827.50
		12½% Eng. & Contg.	2853.44
		Surveying & Eng.	200.00
			$26,380.94

~~$26,400~~
~~15,000~~
~~$11,400~~

City to pay all costs over $15,000

10-23-53

Mayor Ben Fisher said he would get Little, to
use in mind to-night re city share of Cost
1466

7.38

7.2-52

1500.00

4181.00

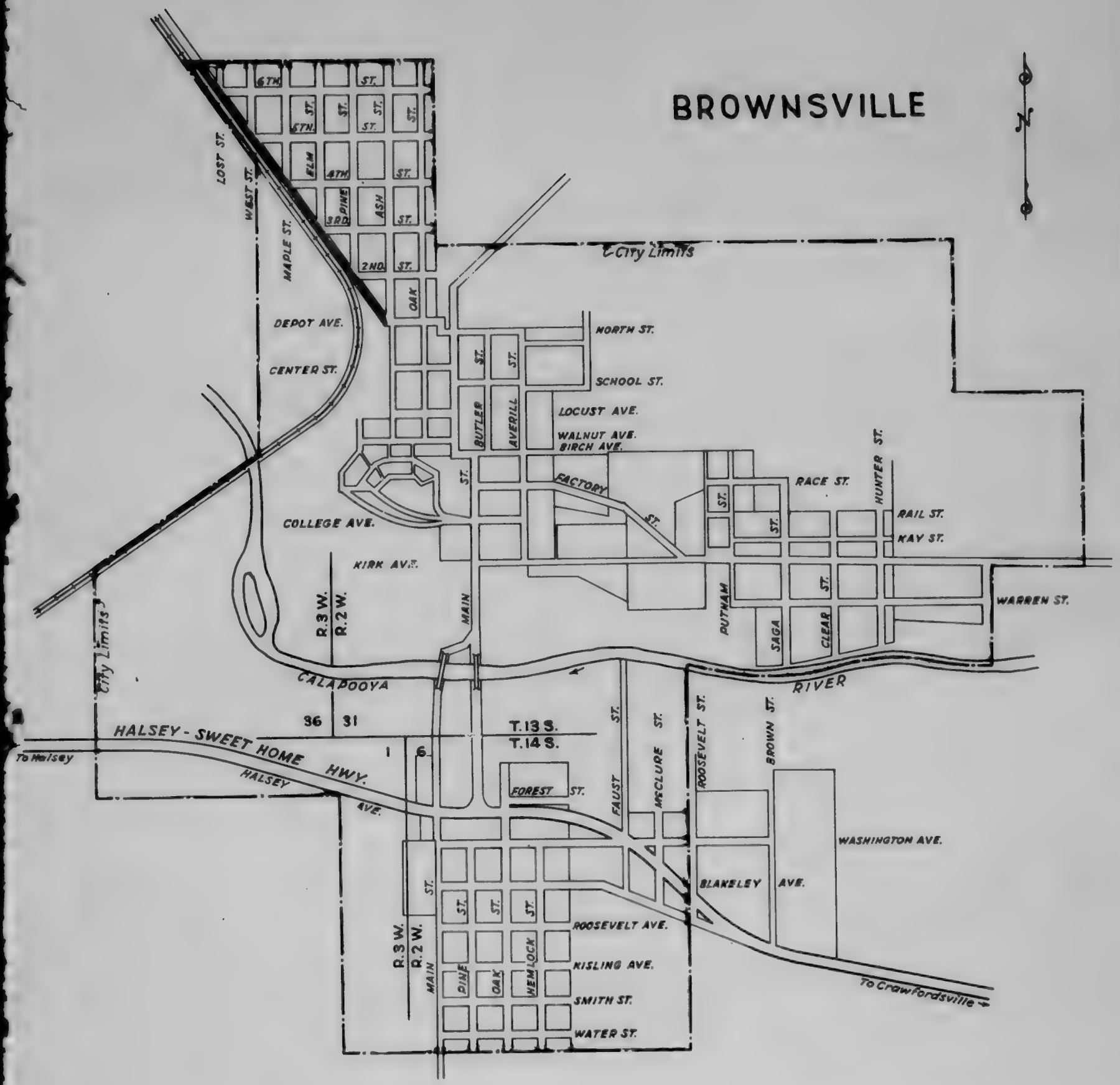
30263

1200.00

28,403.63

29,000

BROWNSVILLE



No. 33

FORM S-607 50M REVISED 2-52

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

May 19, 1953

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Mr. Edwin S. Richardson
City Recorder
Brownsville, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Brownsville requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission, for consideration in forming the 1954 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

RECEIVED
19 1953
ENGINEER

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Brownsville is an incorporated city of the State of Oregon, and has a population of 1175, as given by the latest official census, and

WHEREAS, the following streets of said city, Limas South and North Main Streets

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Linn Street
South Main Street
North Main Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Brownsville does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate The Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of March, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Brownsville at a regular or special meeting of said Council, held on the 9th day of March, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

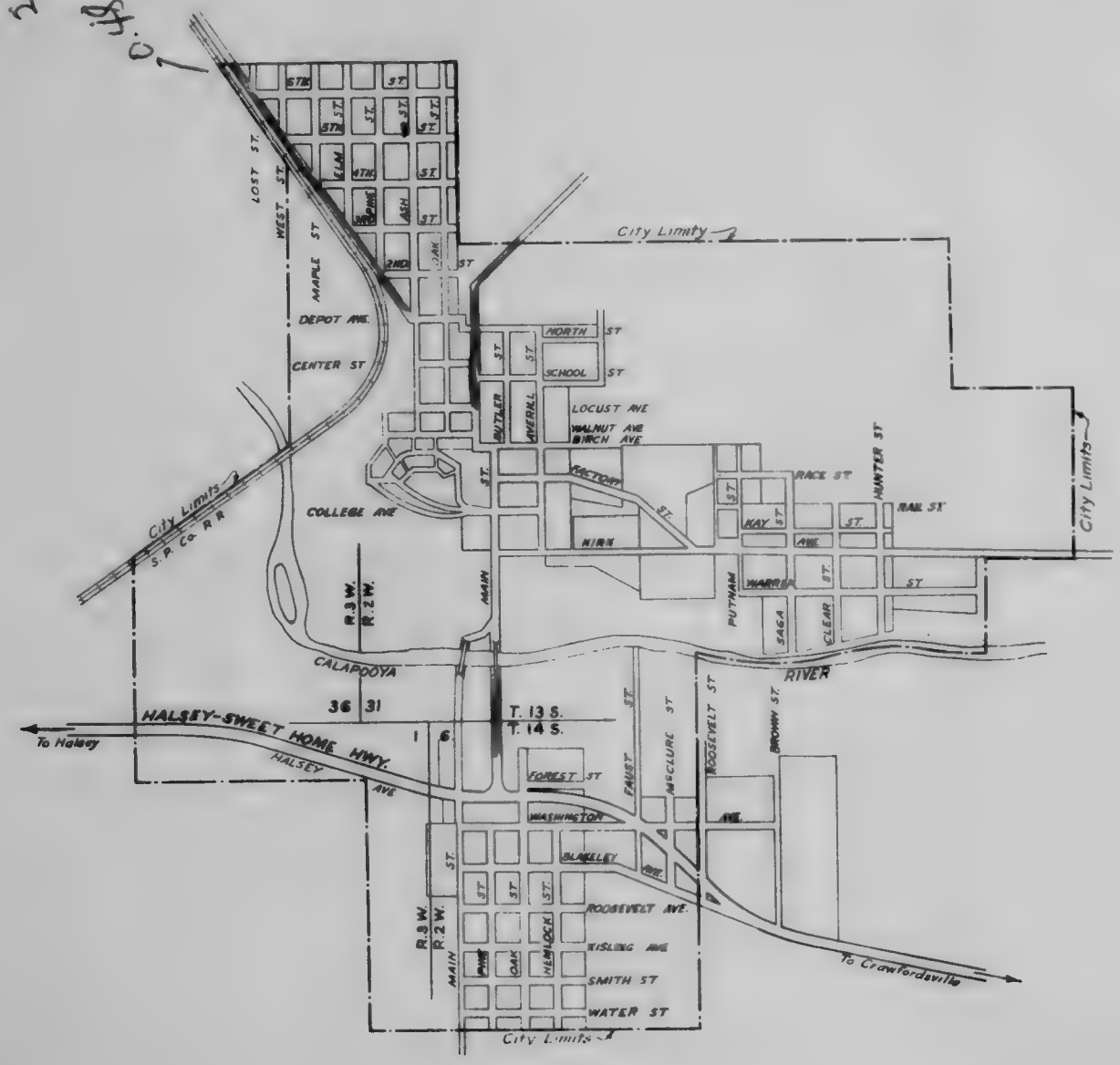
Dated this 16th day of May, 1953.

Edwin S. Richardson
City Recorder

BROWNSVILLE

Scale in feet

0 800 1600 2400



9-1-49

RECEIVED
APR 4 1955
FOR FILING

April 1, 1955

Oregon Liquor Control Commission
P. O. Box 2071
Portland 14, Oregon

Attention: Mr. W. C. Moore
Chief Clerk

Gentlemen:

Reference is made to your letter of March 28 concerning Invoice No. 38339 in the amount of $13,370.94 covering the construction of the frontage road adjacent to the Oregon Liquor Control Commission warehouse.

The increased cost on this project over the original estimate was principally additional cost of right of way. The original construction cost was estimated at $22,300, whereas the actual cost was $23,069.38. The major overrun was in right-of-way costs, which were originally estimated to cost $19,500, whereas the actual costs of the right of way are $27,672.50.

This matter was brought to your attention under date of March 25, 1954 in a letter addressed to J. H. Sroufe, a copy of which is attached hereto. At that time we advised you that the estimate of the right-of-way cost at that time appeared to be $26,700, but that the actual cost could not be determined until the final cost figures had been completed.

The reason for the increase of right of way was the necessity of obtaining additional property on the west side of the highway at Ochoco Street in order to provide adequate turning lanes to and from the frontage road.

We hope the above information is sufficient to permit you to process Invoice No. 38339 for payment. If more information is desired, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. W. C. Williams
Mr. C. H. Maison

WCW:me lg

COMMISSIONERS
LESTER IRELAND, CHAIRMAN . . HILLSBORO
J. H. SROUFE . . . . . PORTLAND
LOWELL SEATON . . . . . ALBANY

MAILING ADDRESS
P. O. BOX 2071
PORTLAND

STATE OF OREGON
OREGON LIQUOR CONTROL COMMISSION
2505 S.E. ELEVENTH AVENUE
PORTLAND 14

March 28, 1955

NOTED
W. C. WILLIAMS

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

This is in reference to your invoice No. 38339, dated March 17, 1955, in the amount of $13,370.94, covering the construction cost of a paved frontage road adjacent to and Westerly of the Pacific Highway East, etc., as in accordance with agreement dated December 11, 1953.

In processing your invoice for payment our Auditing Division has requested additional information concerning the item of cost for the Right of Way acquired by Highway Commission, amounting to $15,672.50. On referring to the agreement we note that the estimated cost was $7,500.00, an increase of $8,172.50 over the estimate.

On examining our files, we do not find any correspondence or supplementary information, as to why the additional cost was incurred.

Therefore, we shall appreciate it very much if you will send us a letter of explanation to substantiate the additional cost and also the reason for it being so much higher than the original estimate.

Thanking you for your compliance in furnishing us with this information, we are

Very truly yours,

OREGON LIQUOR CONTROL COMMISSION

W. C. Moore, Chief Clerk

WCM:jr

RECEIVED
MAR 31 1955
STATE ... COMMISSION

RECEIVED
MAR [illegible]
FOR FILING

March 16, 1955

OREGON STATE HIGHWAY DEPARTMENT
(date)

4192 (CONTRACT NO.) | 8-Final (EST. NO.) | K. F. Jacobsen Co., Inc. (CONTRACTOR)

4990 (VOUCHER NO.) | R-118036 (WARRANT NO.) | 1,063.52 (AMOUNT) | 3/16/55 (DATE)

$

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized Sept. 30, 1954

to Oct. 31, 1954 without penalty

ACCOUNTING DIVISION

Specified Completion Date: Oct. 29, 1954

Time Extensions: Dec. 7, 1954

Completion Date: None of record

Date Accepted: None of record

Penalties:

Claims:

Remarks:

3-17-55

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC 15 1954
FOR FILING

December 15, 1954

REGISTERED MAIL

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4192 covering grading and paving on the Ochoco Avenue & O.L.C.C. Frontage Road to Pacific Highway East in Clackamas County was completed by the contractor, K. F. Jacobsen Company, Inc., on October 29, 1954, and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $1,063.52 will be released to the contractor on or after December 27, 1954. The total contract amount is $35,450.56, of which amount $1,526.22 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD

RECEIVED
DEC 1 - 1954
FOR FILING

November 30, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to K. F. Jacobsen & Co.,Inc. on contract No. 4192, for grading and paving on the Ochoco Avenue & O.L.C.C. Frontage Road Section of the Pacific Highway East in Clackamas County. This payment, in the amount of $422.24, will be released to the contractor on or after December 10, 1954. The retained percentage is $1,063.52.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
12-3-54

RECEIVED
NOV 18 1954
FOR FILING

3-11-14
1/12

November 17, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to K. F. Jacobsen & Co.,Inc. a portion of the funds heretofore retained by the Commission on contract No. 4192, for grading and paving on the Ochoco Avenue & O.L.C.C. Frontage Road Section of the Pacific Highway East in Clackamas County.

This payment in the amount of $3,542.17 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,050.46. The present payment will be released on or after November 27, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON [illegible]
11-17-54, SC

Form E-1—1054

E-1041

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 14, 19 54

Section Oahoco Ave. & OLCC Frontage Road

Kind of work Grading & Paving

Highway Pacific East

Section prefix 3-1049

Contractor K.F. Jacobsen & Co.

Contract number 4192

Date of contract May 17, 19 54

Date of completion ~~XXXXXXX~~ Sept. 30, 19 54

Date work started May 18, 19 54

~~Estimated~~ date of completion Oct. 29, 19 54

Amount of contract . . . . . $ ~~XXXXXX~~ 38,979.44

Per cent of time elapsed 100+ %

~~Estimated~~ cost of completed project, exclusive of engineering . . . . . $ 38,600.56

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 5200, 100+ %

Date project was completed October 29, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job is completed. The semi-final estimte was submitted to the Division Engineer on Monday, November 15, 1954.

NOTED
E. F. SMITH

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed Willard J. Rogers Res. Eng'r.

Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.42	0.42			0.42
Miles partially completed					
Miles completed	0.42	0.42			0.42
Total ~~estimated~~ quantities	4871.5	6211			2271.835
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

RECEIVED
NOV 15 1954
FOR FILING

November 1, 195[illegible]

[illegible] Jacobsen [illegible] Co., Inc.
1601 [illegible] Columbia Blvd.
Portland 11, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 2[illegible], 195[illegible] had under discussion your request for an extension of time from September 30, 1954 to October 31, 1954 within which to complete your contract No. 4192, for grading and paving on the Cornfoot Avenue [illegible] Frontage Road on the Pacific Highway East in Clackamas County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

[illegible] Lawyer, Secretary
[illegible] STATE HIGHWAY COMMISSION

By
Floyd Avery, Assistant Secretary

jl

cc: [illegible]
Division Engineer

[illegible] Canfield,
Assistant Engineer

[illegible]. O. Smith,
Construction Engineer

RECEIVED
OCT 13 1954
FOR FILING

October 12, 1954

Oregon State Highway Commission

Request for extension of time
No. 18
October 28 and 29 Meeting

Gentlemen:

Herewith is a request from L. F. Jacobsen & Co., Inc. for an extension of time on the Oceano Avenue and Lakeside Frontage Road, Contract No. 4192, from September 30, 1954 to October 31, 1954.

Extremely wet weather during the summer season delayed the paving on this project, and the addition of several items after the contract was awarded also attended to delay the job.

I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
JUN 29 19
FOR FILING

June 29, 1954

K. F. Jacobsen & Co.,Inc.
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

We are sending you today by express four fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4174, for grading and paving on the Sutherlin (E.Central Ave.) Section in Douglas County, awarded May 12, 1954.

Contract No. 4175, for grading and paving on the Oakland (Stearns Ave.) Section in Douglas County, awarded May 12, 1954.

Contract No. 4177, for paving on the Reedsport (Greenwood Ave.) Section in Douglas County, awarded May 12, 1954.

Contract No. 4192, for grading and paving on the Ochoco Avenue and O.L.C.C. Frontage Road Section on the Pacific Highway East in Clackamas County, awarded May 17, 1954.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
MAY 20 1954
FOR FILING

E-1-1-1
1172

Salem, Oregon
18 May 1954

Mr. A. G. Shelton
Division Engineer
Portland, Oregon

Dobbs Avenue - S.L.S.S.
Frontage Road
Pacific Highway East

Provision was made in the subject contract for grading the median strip between the Pacific Highway and the frontage road. This work will necessitate trimming of the sequoia trees in the same manner as those adjacent to the connection road to Road "A" (entrance to West Kellogg Park).

The trimming was not included in the contract as it is essentially maintenance work, and it was considered best to have it done by state forces. Would you kindly arrange to have the trimming work done prior to the beginning of the construction job?

H. C. Williams
Deputy State Highway Engineer

cc - Mr. H. O. Smith
Mr. E. A. Collier
Mr. H. H. Astrup

RECEIVED
FOR FILING

2-11
4192

AGENDA
JUN 23 1954
2a-10

May 17, 1954

K. F. Jacobsen & Co., Inc.
1601 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 accepted your proposal for Grading and Paving Project on the Pacific Highway East between Portland and Milwaukie in Clackamas County for the sum of $32,475.90 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been satisfied. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4192.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

mm
cc: H. G. Smith
S. H. Probert
SIAC B. G. Savage
Goldie Lewis

RECEIVED
FOR FILING

3-1-17

41-1-

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 17, 1954
1:16 p.m.

K. F. Jacobsen & Co., Inc.
1601 N. E. Columbia Blvd.
Portland, Oregon

Contract for Ochoco Avenue and O. L. C. C. Frontage Road. Grading and Paving Project on Pacific Highway East between Portland and Milwaukie, Clackamas County for which you submitted low bid on May 12, 1954 awarded you today.

Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5001-900)
Files
C. W. Head

RECEIVED
MAY 13 1954
FOR FILING
3-1049
4192

May 13, 1954

K. F. Jacobsen & Co., Inc.
1601 N. E. Columbia Boulevard
Portland 11, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 accepted your bid in the amount of $32,475.90 for Grading and Paving Project on the Pacific Highway East between Portland and Milwaukie (Ochoco Avenue and O. L. C. C. Frontage Road) in Clackamas County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1954
SUBJECT:

Cross Referenced To:
adm
Dept of
St Engr -
Tyler

NOTED
W. C. WILLIAMS

To:
5932
Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Box 4699, Sellwood Sta.
Portland, Oregon

Dear Sir:

Mr. Williams has had a further discussion with the Liquor Commission re the frontage road and it has been decided at the moment that no estimate or any further activity in this connection is necessary at this time.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

3-H.47
4192

Salem, Oregon
April 29, 1954
SUBJECT:

Cross Referenced To:
above
Dept. of
St. Dept -
Files

NOTED
W. C. WILLIAMS

To:
5932
Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Box 4699, Sellwood Sta.
Portland, Oregon

Dear Sir:

Mr. Williams has had a further discussion with the Liquor Commission re the frontage road and it has been decided at the moment that no estimate or any further activity in this connection is necessary at this time.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
FORM E 30 2M 8-51 82318
FOR FILING

3-1049

4192

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1954
SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTE -
W. C. WILLIAMS

Dear Sir:

I hand to you herewith copy of a letter from J. H. Sroufe, Liquor Control Commissioner, re various features on the so-called Liquor Commission frontage road.

The requests made by Mr. Sroufe go considerably beyond our original plans for this job and would, of course, be completely beyond the terms of our original agreement with them.

It is my understanding that the plans for the development of their property call for the construction of a curb along the right of way line. If it was their desire to pave the area between the frontage road and the curb and place sewers, as Mr. Sroufe suggests, it would seem to me that this would be something that was for their special benefit, the cost of which should be borne by them. However, a determination of matters of this kind must be made by higher authority.

Will you please furnish me an estimate of cost of the items listed in Mr. Sroufe's letter and I will refer the matter to Mr. Williams for instruction.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

RECEIVED
APR 28 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FC:js

cc W. C. Williams

RECEIVED
APR 21 1954

COMMISSIONERS
LESTER IRELAND, CHAIRMAN HILLSBORO
J. H. SROUFE PORTLAND
LOWELL SEATON ALBANY

3 L 19
4 1 2

file

STATE OF OREGON
OREGON LIQUOR CONTROL COMMISSION
2505 S. E. ELEVENTH AVENUE
PORTLAND 14

MAILING ADDRESS
P. O. Box 2071
PORTLAND

April 21, 1954

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

It has been called to our attention that you contemplate leaving a gravel shoulder and open ditch on the West side of the access road that is to be built between Ochoco Street and "A" Avenue in Milwaukee. This would not be satisfactory from our point of view because the water from the drainage ditch would seep back under our property and eventually cause damage.

We would therefore request that the ten foot strip between our property line and the proposed access road be paved and the necessary catch basins provided.

We were also advised that the Highway Commission were considering a drainage culvert under McLaughlin Blvd. and the access road to drain the East side of McLaughlin Blvd. If this is done we request that this culvert be connected with a drainage sewer extending to Johnson Creek and that this sewer run south of our proposed buildings.

Very truly yours,

J. H. Sroufe
Commissioner

Copy to Cooper

JHS:jh

RECEIVED
MAR 26 1954
FOR FILING

Is Referenced To:
Gen. Water
at. right
to...

3-1-1
4172

March 26, 1954

Oregon State Highway Commission

Gentlemen:

The Highway Commission and the Liquor Control Commission recently entered into an agreement for the construction of a frontage road between Oshoco Avenue and Avenue A on the westerly side of McLoughlin Boulevard just south of the Portland city limits. This is the site of the Liquor Control Commission's new warehouse.

The cost of the cooperative frontage road, including right of way, is $49,000, which would be paid for jointly by the Highway Commission and the Liquor Control Commission, with the Liquor Control Commission being given credit for $32,000 for the right of way furnished by them. The Highway Commission approved and set aside $33,900 for the construction cost. It is understood that the Liquor Control Commission's portion will be credited as an income item.

In order to eliminate cross traffic on McLoughlin Boulevard from Oshoco Avenue to Avenue A, some additional improvements should be made in this area at the same time that the frontage road is built. These improvements consist of a connection to eliminate left turns for northbound McLoughlin Boulevard traffic at Avenue A, a similar connection to eliminate left turns for southbound McLoughlin Boulevard traffic at Oshoco Avenue, and a connection from the Highway Division Office to Oshoco Avenue, all as shown on the map which the Secretary will have for your inspection. In addition to these facilities, it is proposed to place a traffic light at Oshoco Avenue.

The cost of this additional work is estimated at $16,900 for construction and $9,640 for right of way. In order to finance this construction I recommend that the additional construction funds required, amounting to $16,900, be transferred from the state construction reserve.

This matter will be on the agenda for the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. H. G. Smith
Mr. C. H. Maison

RECEIVED
MAR 26 1954
FOR FILING

Cross Referenced To:
idem
Encl. of
St. Dept.
Encl.

3-JC 171
1172

March 25, 1954

Mr. J. H. Sroufe
Oregon Liquor Control Commission
P. O. Box 2071
Portland 14, Oregon

Dear Mr. Sroufe:

Our plans for the construction of the frontage road along the westerly side of McLaughlin Boulevard and adjacent to the new warehouse property of the Oregon Liquor Control Commission have progressed to a point where we believe we will be able to take bids on this project at our May meeting, which will probably be held about May 12.

Our original cost estimate of $41,800 was made up quite hurriedly when this matter was first discussed with you, and, while we believe our estimate of $22,300 is ample for the construction features, unforeseen conditions have caused an increase in the right-of-way cost for the project. Originally, the right of way was estimated to cost $19,500. Although the property has not yet been acquired, we believe that the right of way will probably cost nearer $26,700.

Based on these estimates, the project would cost $7,200 more than originally estimated. However, the terms of the contract, page four, general provisions, read: "This project being to the mutual benefit of both parties hereto, it is intended that the actual total costs of the project shall be borne equally."

We will, of course, not have the final cost figures until the work is completed, at which time an itemized statement will be submitted to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

FC hi

COMMISSIONERS
[illegible] CHAIRMAN — HILLSBORO
S. H. SROUFE — PORTLAND
LOWELL SEATON — ALBANY

RECEIVED
FOR FILING

3-1[illegible]-L
4192

STATE OF OREGON
OREGON LIQUOR CONTROL COMMISSION
2505 S. E. ELEVENTH AVENUE
PORTLAND 14

MAILING ADDRESS
P. O. BOX 2071
PORTLAND

March 25, 1954

Mr. R. H. Baldock
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

The intent of Mr. Sroufe's telephone conversation with you yesterday was to get the access road adjacent to our property in Milwaukie completed at the earliest possible date. If this road is completed before construction starts on our buildings, the state will save many thousands of dollars. We now hope to start construction about June 1st, 1954.

The matter of the contract can be settled at a later date.

Yours very truly,

OREGON LIQUOR CONTROL COMMISSION

J. J. ELLIOTT,
Assistant Administrator

JJE:dd
c/c: Mr. Sroufe

REFERRED TO
Corson
By State Highway Engineer

The contract is [illegible]

[illegible]

3-1-47

4/12

[illegible]

[illegible] attaching a sheet with [illegible] the estimated cost of:

1. The Oregon Liquor Control Commission frontage road.
2. The connecting road at Seneca Street on Porter Avenue.
3. The construction of the bathrooms in the southeast quadrant of Tract "A".

[illegible] estimate of cost by the Liquor Control Commission for construction, [illegible] right of way, making a total of [illegible]. Our field cut-[illegible] in which the grading and [illegible] at $22,500. However, the [illegible] of way costs have increased to $30,700, making a total of $44,000, or an increase of $7,200. The reason [illegible] for the increase in the right of way costs was the necessity for taking addi-[illegible] land east of Seneca Street to [illegible] turning lanes. This was [illegible] on the original estimate on this basis ($44,000), the State's [illegible] Commission's share would be $22,000 each. Giving the Liquor Control [illegible] would be $14,300 for right of way to be furnished by them, their [illegible] would be $11,700.

[illegible] attached [illegible] cost of the three items, [illegible] right of way, is [illegible] The financing would be as follows:

Item 1. Frontage road to be paid for jointly by the Liquor Commission and the Highway Commission.
Item 2. Connections at Seneca Street to be paid for by the Highway Commission.

The cost of these two items to the Highway Commission would be $34,200 for construction work. [illegible] be transferred from the Laurel Hill [illegible] unappropriated reserves. I [illegible] for item 3 (a) [illegible] in the budget. The right of way [illegible]

[illegible] various items referred to in this letter.

see Lovell Litt.
for enclosures

FC:js
Encls.

Forrest Cooper
Ass't. Construction Engineer

RECEIVED
DEC 30 1953
FOR FILING

3-10-1
4192

December 29, 1953

William I. Williams and Glenn Stanton
467 Marion Street
Salem, Oregon

Attention: Mr. William I. Williams

Gentlemen:

In response to your letter of December 23, I am enclosing a copy of our "as constructed" profile and cross section of McLoughlin Boulevard adjacent to the Liquor Control Commission property. If this does not meet your needs I would be glad to furnish any additional information that you may wish.

Field surveys are now in progress for the preparation of plans on the frontage road and, as soon as this information is available, copies of the plan and profile will be furnished to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure - Map sent - Final Grading and paving profile, South Unit Portland-Milwaukie Sec., East Portland-Oregon City Highway, Contract No. 1609. Map No. 8C-5-2

cc Mr. F. Cooper

FC:js fp

December 23, 1953

Mr. H. R. Baldock
Administrator State Highway Department
State Highway Building
Salem, Oregon

Re: Warehouse and Administration Building
Oregon Liquor Control Commission

Dear Mr. Baldock:

We would appreciate receiving at your earliest convenience the necessary data relative to the access road which is to run parallel to McLoughlin Blvd., to serve the above mentioned project.

Also could you send us a copy of your drawing of McLoughlin blvd., "as is" indicating the various grade elevations, etc., covering this same area.

Sincerely yours,

WILLIAM I. WILLIAMS
and
GLENN STANTON

By William I. Williams
William I. Williams

WIW:hmc

cc: Glenn Stanton

Forgot to sign

Please prepare letter
add letter to be attached
+ return to me

COPY

RECEIVED
JAN 14 1954
FOR FILING

Const
RLW
Pac. Hwy. E

MISC. CONTRACTS and
AGREEMENTS No. 1548

Salem, Oregon
December 18, 1953

Agenda Item 3-k

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Attached are three fully executed copies of an agreement with the State Liquor Commission re construction of frontage road along McLoughlin Blvd. opposite State Highway Division Headquarters in Portland.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the Oregon Liquor Commission, Portland, Oregon.

Yours very truly,

Secretary

rm
Attach: 3

RECEIVED
DEC 21 1953
FOR FILING

December 18, 1953

Oregon Liquor Control Commission
2505 S. E. 11th Ave.
Portland, Oregon

Gentlemen:

We are enclosing herewith for your records and files a fully executed agreement between the State Highway Commission and the Oregon Liquor Commission relative to construction of frontage road along McLoughlin Blvd. opposite State Highway Division Headquarters , Portland, Oregon.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
enc. 1

RECEIVED
FOR FILING
3-11-53
11-12

December 7, 1953

Oregon State Highway Commission

Gentlemen:

The Oregon Liquor Control Commission is planning the construction of a warehouse on the westerly side of McLoughlin Boulevard (Pacific Highway East) immediately opposite our Portland division office. This warehouse will serve as a storage and distribution point for alcoholic beverages for the entire state of Oregon, and the offices of the Liquor Commission will also be located adjacent to the warehouse.

The establishment and use of these facilities by the Liquor Commission will result in a considerable amount of traffic moving between Pacific Highway East and the proposed warehouse. Of particular concern will be the movement of heavy trucks which, unless other provision is made, will be making turning movements on and off the highway creating a hazardous and undesirable condition.

The only satisfactory solution to the problem seems to be the construction of a frontage road westerly of the existing Pacific Highway between Dekum Street and Avenue A. The cost of constructing such a frontage road is estimated to be $22,000.00 exclusive of right-of-way costs. A part of the necessary right-of-way is now owned by the Liquor Commission. This part valued at $12,000.00 can be made available to the Highway Commission by the Liquor Commission. The remaining right-of-way necessary for the project can be acquired for an estimated $7,500.00.

It is my recommendation that the Liquor Commission and Highway Commission bear the cost in equal shares, with the Liquor Commission to receive credit for $12,000.00 representing the value of the real property to be conveyed by the Liquor Commission to the Highway Commission. If you approve this arrangement and it is likewise satisfactory to the Liquor Commission, the Highway Commission will bear $20,000.00 of the cost while the Liquor Commission will contribute $8,000.00 in addition to conveyance of the real property referred to above. The conveyance of property should also restrict all access to the frontage road.

The matter appears as an agenda item for the meeting to be held on December 10 and 11. The construction of the frontage road appears to be necessary in order to eliminate a hazardous condition which would otherwise exist, and if the Liquor Commission is willing to contribute one-half of the cost thereof, I recommend that you approve the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
FOR FILING

December 7, 1953

Mr. V. H. Baillie, Administrator
Oregon Liquor Control Commission
2505 S. E. 11th Avenue
Portland 14, Oregon

Dear Mr. Baillie:

I am enclosing herewith five copies of the proposed agreement to be considered by the Oregon Liquor Control Commission and the State Highway Commission regarding the construction of a frontage road adjacent to your new warehouse on McLoughlin Boulevard, south of Portland.

It is my understanding that the Liquor Control Commission will meet on December 10 and will, among other things, consider the execution of this agreement. Consideration of the agreement has also been made an agenda item for the meeting of the Highway Commission which is to be held on December 10 and 11.

In the event the Liquor Commission approves and executes the agreement, it will be appreciated if you will have three copies of the executed agreement delivered to the Highway Commission at the Imperial Hotel.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enc.

RECEIVED
FOR FILING

November 23, 1953

Mr. J. H. Sroufe, Chairman
Oregon Liquor Control Commission
2505 S. E. 11th Avenue
Portland 14, Oregon

Dear Sir:

The 60-foot strip that the Highway Commission wants in front of your property at Milwaukie, involving 2.08 acres, has been valued at $5,720 by our appraisers, which equals your investment in the property. It is estimated that to extend the 60-foot strip northerly to Ochoco Street would cost us $7,500 for right of way. The paving of a roadway from Ochoco Street down to the connection with Avenue A would be $22,280. The paving of the trucking area, the public parking area and the employees' parking and service areas would amount to $38,600.

If the State Highway Department bought this property at the appraisal figures, the cost would be $13,220. The cost of paving a roadway would be $22,280, or a total of $35,500. If this amount were split fifty-fifty, it would be $17,750 each (of which you have a credit of $5,720 for the right of way) for the State Highway Commission and the Oregon Liquor Control Commission, with the understanding that the Liquor Control Commission would give a deed to the strip of property, eliminating all direct access to McLoughlin Boulevard and confining the access entirely to the frontage road.

Please advise whether you approve such a plan and I will discuss the matter with the State Highway Commission. This offer is, of course, contingent upon the final approval of the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHBrhi
cc Mr. Forrest Cooper

FORM E-80 27,000 4-52 80606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

S l m, O n
Nov mber 9, 1955

SUBJECT:

To: Mr. H. ... Bilbo
State Highway Engineer
S A L E M

Dear Sir:

I return the plans for the development of the Liquor Control Commission office and warehouse on the westerly side of McLoughlin Boulevard, near our Portland division office, and give you herewith the district of the construction items and quantities.

Referring to the items in the Liquor Control property, the estimates are:

Trucking Area	1,[illegible]0.00
Public Parking Area	,[illegible]0.00
Employees Parking and Service Area	1,[illegible]50.00
Total	$[illegible],590.00

Referring to the frontage road on the westerly side of McLoughlin Boulevard, the estimates are:

Roadway in front of Liquor Commission Property	$13,1[illegible]0.00
Roadway Southerly to Avenue "A"	,160.00
Total	$[illegible],[illegible]0.00

The roadway estimate is based on 12 inches of pit-run base, 40 feet in width, 2 inches of 3/4"-0 leveling course, 2½ inches of asphaltic concrete pavement, 24 feet wide, laid on a binder course.

The estimates on the parking areas on the Liquor Commission property are based on 12 inches of pit-run base, 2 inches of leveling course, 4 inches of asphaltic concrete on a binder course on the public parking and employees parking areas, 4 inches of asphaltic concrete on a binder course on the trucking area.

The cost of acquiring right of way to extend the 60 foot proposed right of way northerly to Seneca Street is $7,500. The value of the taking of the 60 foot strip across the front of the Liquor Commission property is $5,720.

For your information, it would be possible to install a truck scale in connection with this frontage road proposal. The truck scale would be located between present McLoughlin Boulevard and the frontage road at some point to be determined by Mr. Stiffler. It is my thinking that the scale site should be located somewhat southerly from the Liquor Commission development.

Very truly yours,

H. G. Smith
Construction Engineer

By _____
Forrest Cooper
Asst. Construction Engineer

FC:jb

Encl.

RECEIVED
NOV 20 1953
Office of
STATE HIGHWAY ENGINEER

SUMMARY OF ESTIMATES

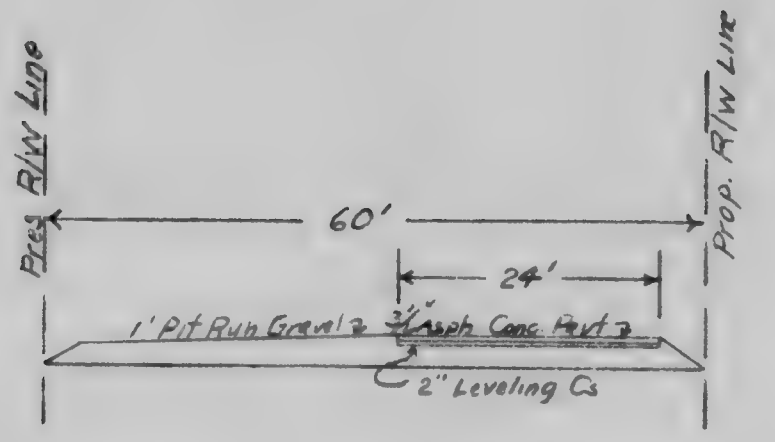
Paving & Rock Base
Site of Proposed Warehouse of Oregon Liquor Control Commission
Near Milwaukie

Area	Total Tons Pavement	Total Cu. Yds. Rock	Total Estimate
Roadway not in front of Whs.	460	2,570	$ 9,160.00
Roadway in front of Whs.	640	3,830	13,120.00
Trucking Area	1,400	2,670	18,090.00
Public Parking Area	180	660	3,250.00
Employee Parking & Service Area	930	3,560	17,250.00
TOTAL	3,610	13,290	$60,870.00
Truck Scales	470	430	5,480.00
TOTAL	4,080	13,720	$66,350.00

ESTIMATE

Paving (24'x3½") & Rock Base (60'x1')
Access Road from OLCC Property Line to Avenue A
Site of Proposed Oregon Liquor Control Commission Warehouse
Near Milwaukie

Item	Unit	Amount	Allow.	Total	Price	Amount
Pit-Run Gravel	Cu. Yd.	2,335	235	2,570	1.50	$3,855.00
3/4"-0" Leveling Course	" "	158	22	180	4.00	720.00
Sprinkling	M/Gal.	47	3	50	3.00	150.00
3/4"-0" in Binder	Cu. Yd.	20	2	22	4.00	88.00
RC-3	Ton	3	1	4	40.00	160.00
Emuls. Asph. in Seal	"	2	1	3	40.00	120.00
Fine Aggregate in Seal	Cu. Yd.	11	1	12	4.50	54.00
Asph. Concrete Pavement	Ton	419	41	460	6.50	2,990.00
						$8,137.00
					+ 12½%	1,023.00
						$9,160.00

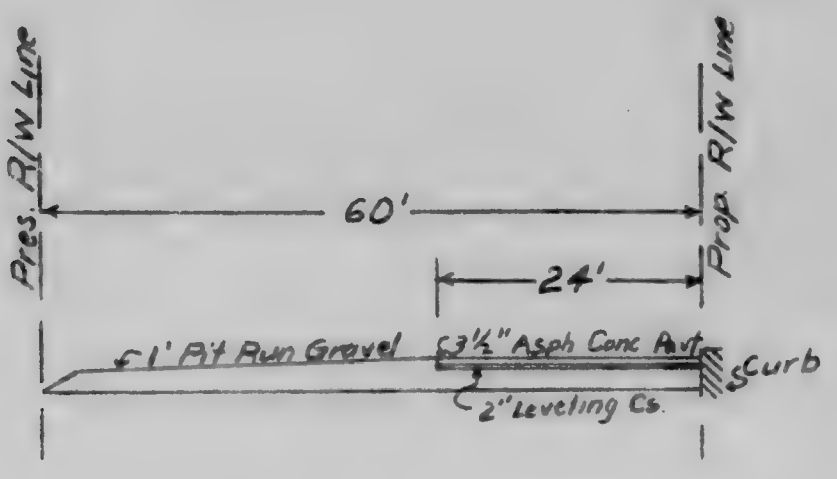


TYPICAL SECTION

ESTIMATE

Paving (24'x3½") & Rock Base (60'x1')
Access Road in Front of OLCC Property to Ochoco St.
Site of Proposed Oregon Liquor Control Commission Warehouse
Near Milwaukie

Item	Unit	Amount	Allow.	Total	Price	Amount
Pit-Run Gravel	Cu. Yd.	3,481	349	3,830	1.50	$ 5,745.00
3/4"-0" Leveling Course	" "	219	21	240	4.00	960.00
Sprinkling	M/Gal.	70	10	80	3.00	240.00
3/4"-0" in Binder	Cu. Yd.	27	3	30	4.00	120.00
RC-3	Ton	4	1	5	40.00	200.00
Emuls. Asph. in Seal	"	3	1	4	40.00	160.00
Fine Aggregate in Seal	Cu. Yd.	15	1	16	4.50	72.00
Asph. Concrete Pavement	Ton	581	59	640	6.50	4,160.00
						$11,657.00
					+ 12½%	1,463.00
						$13,120.00



TYPICAL SECTION

ESTIMATE

Paving (4") & Rock Base (1')
Trucking Area
Site of Proposed Oregon Liquor Control Commission Warehouse
Near Milwaukie

Item	Unit	Amount	Allow.	Total	Price	Amount
Pit-Run Gravel	Cu. Yd.	2,425	245	2,670	1.50	$ 4,005.00
3/4"-0" Leveling Course	" "	420	40	460	4.00	1,840.00
Sprinkling	M/Gal.	49	5	54	3.00	162.00
3/4"-0" in Binder	Cu. Yd.	52	5	57	4.00	228.00
RC-3	Ton	8	1	9	40.00	360.00
Emuls. Asph. in Seal	"	5	1	6	40.00	240.00
Fine Aggregate in Seal	Cu. Yd.	29	3	32	4.50	144.00
Asph. Concrete Pavement	Ton	1,274	126	1,400	6.50	9,100.00
						$16,079.00
				+ 12½%		2,011.00
						$18,090.00

ESTIMATE
Paving & Rock Base
Access Road & Parking Area to Scale House
West Side of McLoughlin Blvd.
Near State Buildings

Item	Unit	Amount	Allow.	Total	Price	Amount
Pit-Run Gravel	Cu. Yd.	385	45	430	1.50	$ 645.00
3/4"-0" Leveling Course	" "	161	19	180	4.00	720.00
Sprinkling	M/Gal.	8	2	10	3.00	30.00
3/4"-0" in Binder	Cu. Yd.	20	2	22	4.00	88.00
RC-3	Ton	3	1	4	40.00	160.00
Emuls. Asph. in Seal	"	2	1	3	40.00	120.00
Fine Aggregate in Seal	Cu. Yd.	11	1	12	4.50	54.00
Asph. Concrete Pavement	Ton	427	43	470	6.50	3,055.00
						$4,872.00
				+ 12½%		608.00
						$5,480.00

ESTIMATE

Paving (2") & Rock Base (1')
Public Parking Area
Site of Proposed Oregon Liquor Control Commission Warehouse
Near Milwaukie

Item	Unit	Amount	Allow.	Total	Price	Amount
Pit-Run Gravel	Cu. Yd.	600	60	660	1.50	$ 990.00
3/4"-0" Leveling Course	" "	104	16	120	4.00	480.00
Sprinkling	M/Gal.	12	1	13	3.00	39.00
3/4"-0" in Binder	Cu. Yd.	13	1	14	4.00	56.00
RC-3	Ton	2	1	3	40.00	80.00
Emuls. Asph. in Seal	"	1	0	1	40.00	40.00
Fine Aggregate in Seal	Cu. Yd.	7	1	8	4.50	36.00
Asph. Concrete Pavement	Ton	158	22	180	6.50	1,170.00
						$2,891.00
				+ 12½%		359.00
						$3,250.00

ESTIMATE

Paving (2") & Rock Base (1')
Employee Parking & Service Areas
Site of Proposed Oregon Liquor Control Commission Warehouse
Near Milwaukie

Item	Unit	Amount	Allow.	Total	Price	Amount
Pit-Run Gravel	Cu. Yd.	3,233	327	3,560	1.50	$ 5,340.00
3/4"-0" Leveling Course	" "	560	60	620	4.00	2,480.00
Sprinkling	M/Gal.	65	5	70	3.00	210.00
3/4"-0" in Binder	Cu. Yd.	70	7	77	4.00	308.00
RC-3	Ton	11	1	12	40.00	480.00
Emuls. Asph. in Seal	"	6	1	7	40.00	280.00
Fine Aggregate in Seal	Cu. Yd.	39	3	42	4.50	189.00
Asph. Concrete Pavement	Ton	849	81	930	6.50	6,045.00
						$15,332.00
					+ 12½%	1,918.00
						$17,250.00

OREGON STATE HIGHWAY DEPARTMENT

FRONTAGE ROAD & CONNECTIONS

SERVING

OREGON LIQUOR CONTROL COMMISSION PLANT

PACIFIC HIGHWAY EAST

Road "A" - Ochoco St. Section (Kellogg Park)

Clackamas County

February, 1954.

Scale: 1" = 100'

H. C. Broadwell, Loc. Eng.

To Be Constructed Jointly (50-50) By Highway Dept. & Liquor Control Comm.
To Be Constructed By Highway Dept.

40'
50'
60'
60'
350
355
360
+22
100.05'
N 77°26' W
"A" St
"C" 80' Radius Δ = 95°47'26" L = 133.75 T = 88.52
"C" 356+60.48 P.C.
"C" 358+17.62 P.T.
"C" 359+57.82 P.C.
"C" 360+06.43 P.C.

"C" 356+60.48 P.C.
"C" Radius
Δ = 22°00'00" Rt.
L = 152.42'
R = 409.26'
T = 77.55'
E = 7.11.62

"C" 359+57.82 P.C.

"C" 360+06.43 P.C.
359+89.45 P.C.

"C"
80' Radius
Δ = 95°47'26"
L = 133.75
T = 88.52

360

+22
100.05'

N 27°26' W

"A" St.

"C"
79' Radius
Δ = 112°
L = 152.41'
T = 115.64'

+15 Extend 12" Culv P 2'

361+10.24 E.P.

352+39.45 Δ h
361+32.24 BK

359+51.45 E.P. 49.2

12" Conc Culv

"C" 361+40.38 P.T.

361+45.83 P.T.

N 18°21'26" E

500.00'

496.80'

"C" 362+73.08 P.C.

363+03.82 P.T.

+00 Install 18" Conc Culv P 56'
Str Exc 15 C.Y.

D = 14°00'
Δ = 21°49'
T = 86.31

"C"
2°30' Cl.
Δ = 7°36'26"
L = 304.29'
R = 2291.83'
T = 152.37'

364+73.34 P.T. =
364+73.94 POT

365

100.00

+22

365+77.37 P.T. =
365+77.37 POT

Oil Shoulder

N 10°45' E

50' 50' 60'

WAREHOUS

"A" St.

N 21°26' W

12" Conc Culv

℄ 361+40.38 PT

361+73.03 PT

℄ 362+79.08 PC

363+03.02 PT

D 14°00
Δ 23°49
T 86.31

364+79.94 POT

℄ 365+77.37 PT
365+77.37 POT

496.80'

N18°21'26"E

500.00'

N10°45'E

Sure

Oil Shoulder

PACIFIC HIGHWAY

365

370

80'

50'

30'

Δ 23°49'
T 86.31

℄ 361+10.24 EP

℄ 359+54.45 EC A=149°

359+39.45 AH
361+32.24 BK

℄ 361+10.24 EP

℄
8° Radius
Δ = 112°
L = 152.47
T = 115.64'

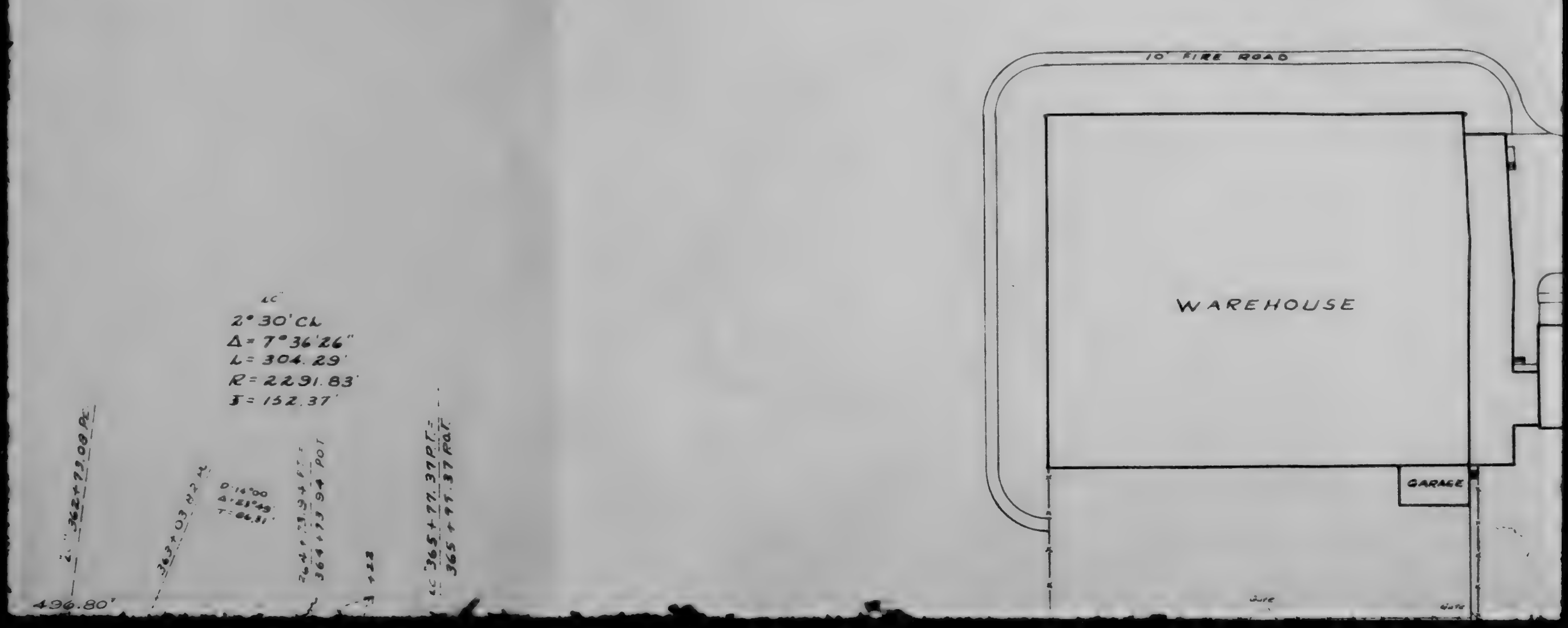
Extend 12" Culv P 2'

100 Install 18" Conc Culv P 56'
Str Exc 15 C.Y.

℄ 365+77.37 PT

Install 18" Conc P 38'
Str Exc 10 C.Y.

℄
2°30' Cl
Δ = 7°36'26"
L = 304.29'
R = 2291.83'
T = 152.37'


10' FIRE ROAD
WAREHOUSE
GARAGE
℄
2° 30' CL
Δ = 7° 36' 26"
L = 304.29'
R = 2291.83'
T = 152.37'
℄ 362+29.09 P.T.
362+03 P.T.
D = 15°00
Δ = 23°49'
T = 66.31'
364+19.94 P.O.T.
℄ 365+77.37 P.T.
365+91.37 P.A.T.
496.80'

10' FIRE ROAD

WAREHOUSE

GARAGE

OFFICE BUILDING

EMPLOYEE PARKING 91 CARS

ENFORCEMENT DIV. PARKING

POND

PUBLIC PARKING 83 CARS

I.P.

50

51

52

53

54

55

7°30' CL
Δ = 10°56'
L = 145.56'
R = 763.94'
T = 73.00'

47° 37' 09" E 82.24'

N 10° 45' E

Gate

Gate

Close Existing Opening

OFFICE BUILDING

PUBLIC PARKING
23 CARS

Curb

Gutter

N10°45'E

Close Existing Opening

370

PACIFIC HIGHWAY EAST

375

N10°45'E

380

89°30'

101°18'20"

Parking Area

Radio Tower

O.S.H.D

Division Office

S89°26'40"W 529.95'

N89°26'40"E

400'

Garages & Storage

Maint. Bldg.

Parking Area

S 0°33'20"E 400.0'

400.00

50

58

59

53

54

55

N 10° 45' E

Close Existing C

380

89°30'

101°18'30"

Parking Area

Radio Tower

O.S.H.D.

Division Office

Maint. Bldg.

Garages & Storage

S 89°26'40" W 529.95'

N 89°26'40" E 400'

Parking Area

S 0°33'20" E 400.0'

40000'

354.3'

S 89°50' W

0.27'22" 0.5'E

12°05'

58
59
60
61
62
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29
30
31
32

Ave.

394.1000

Ave.

45'

30'

50'

40'

40'

40'

67'8"
Δ 89°38'40"
L 104.79
R 666.55'

Δ 3°15'10"
R 1145.92'

67'8"
Δ 90°
L 105.24
R 70'0

202.4'

60'

50'

39.9'

11°

92°26'

OYEE PARKING 91 CARS

ENFORCEMENT DIV. PARKING

POND

BUILDING

PUBLIC PARKING 23 CARS

Portland City Limits

P.E.P. Co.

Moores

Ave.

15
16
17
18
19
20
21
22
23
26
27
28
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62

IP

Close Existing Cos

N10°45'E

N89°26'40"E

S89°26'

Parking Area

Radio Tower

O.S.H.D.

Division Office

Garages & Storage

e Existing Opening

Division Office

Garages & Storage

N 89°26'40" E 400'

King Area

S 0°33'20" E 400.0'

400.00'

Ave.

Ave.

55 48 23

58 59 60 61 62 64 65 66 67 68 69

46 45 44 43 42 41 40 72 71 70

26 27 28 29 30 31 32 33 34 39 38 37 35 36

390 390 390

89°30' 101°18'30" 79°05' 58°06' 58°06'

S 89°50' W

202.4'

45' 75' 45' 30'

50 50

40 40

39.9' 11' 92°25'

91 CARS

PUBLIC PARKING
83 CARS

Portland City Limits

Moores

P.E.P. Co.

Division Office

Garages & Storage

Ave.

50 51 52 53 54 55 48 49 15 16 17 18 19 20 21 22 23 58 59 60 61 62 46 45 44 43 42 26 27 28 29 30 31 32

380 390

N 10° 45 E

S 89° 50' W

N 89° 40' E 92.68

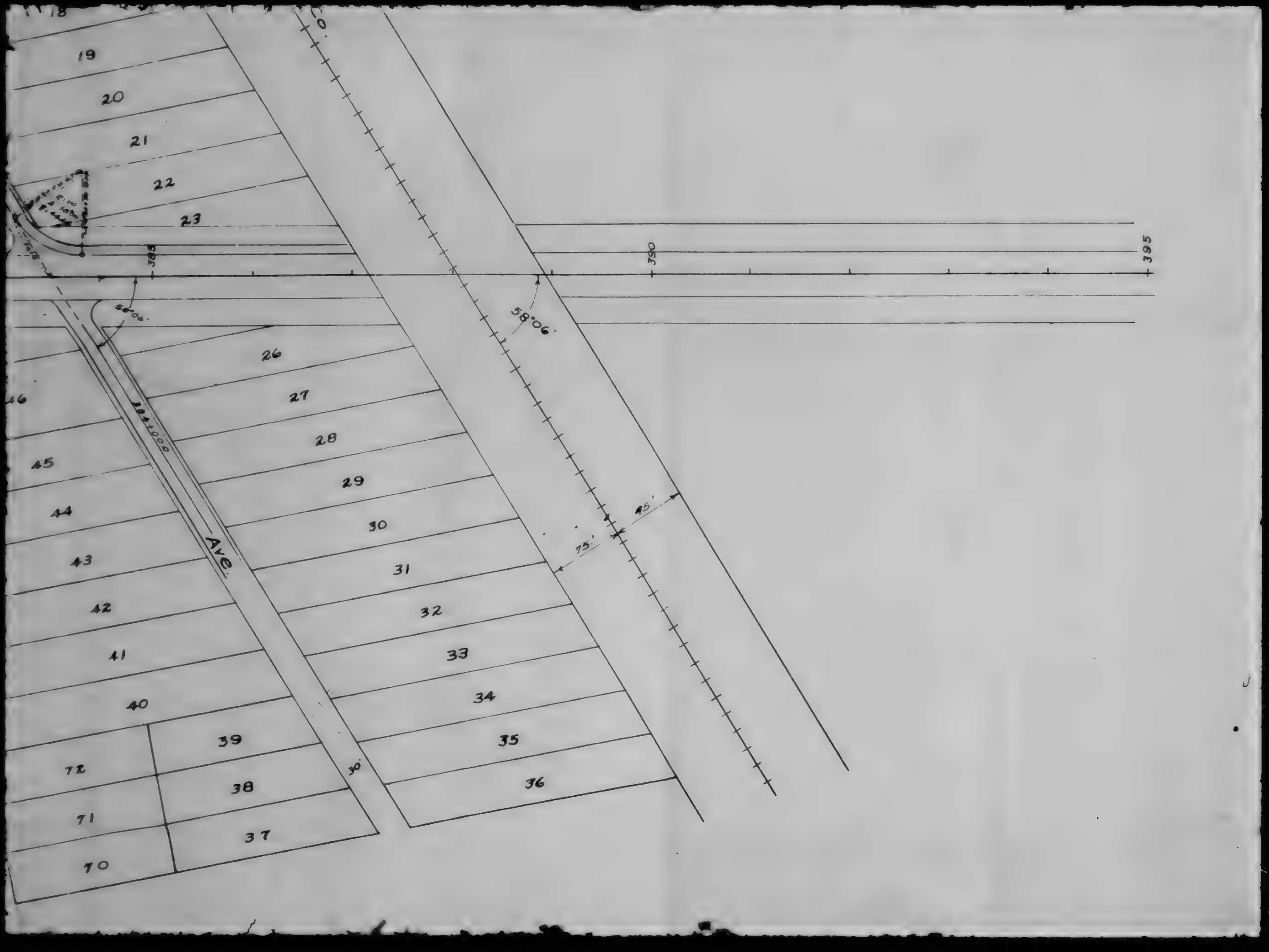
58°06'

101°18'20"

89°30'

75'

45'


18
19
20
21
22
23
385
390
395
58°06'
58°06'
26
27
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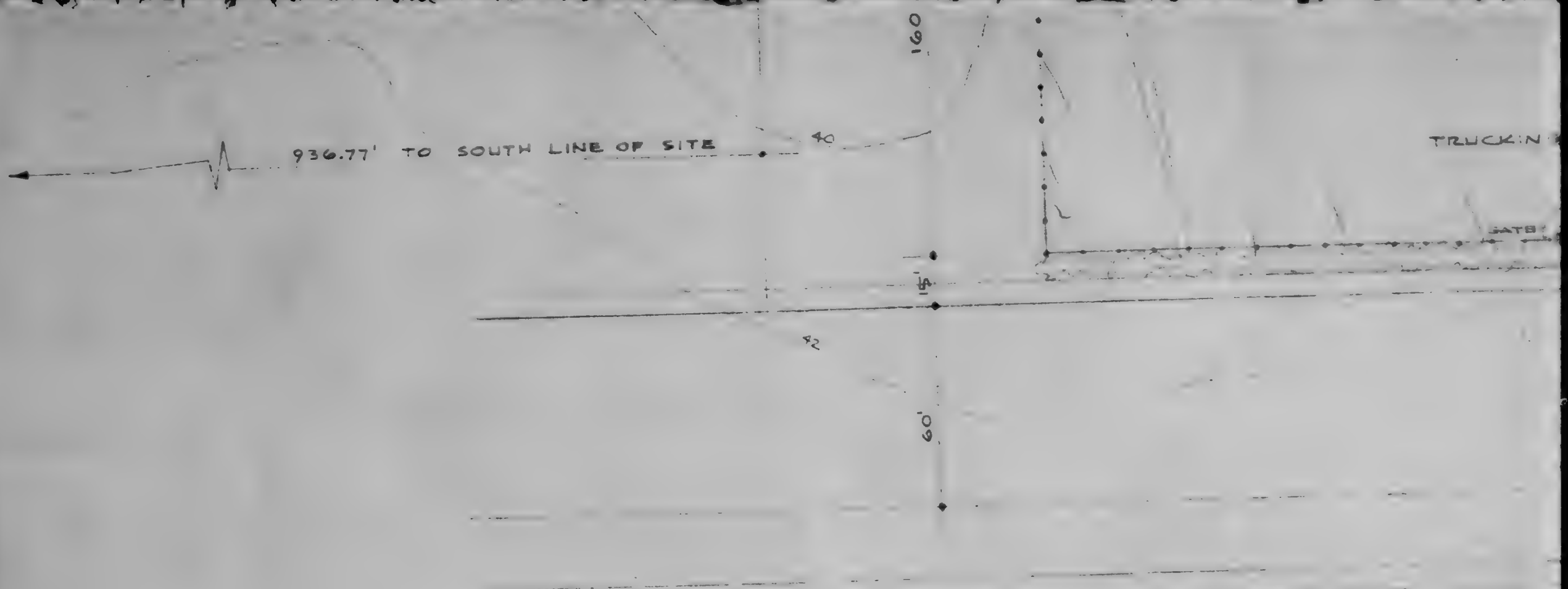
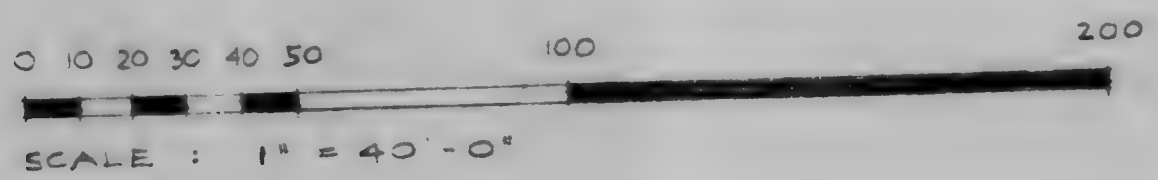
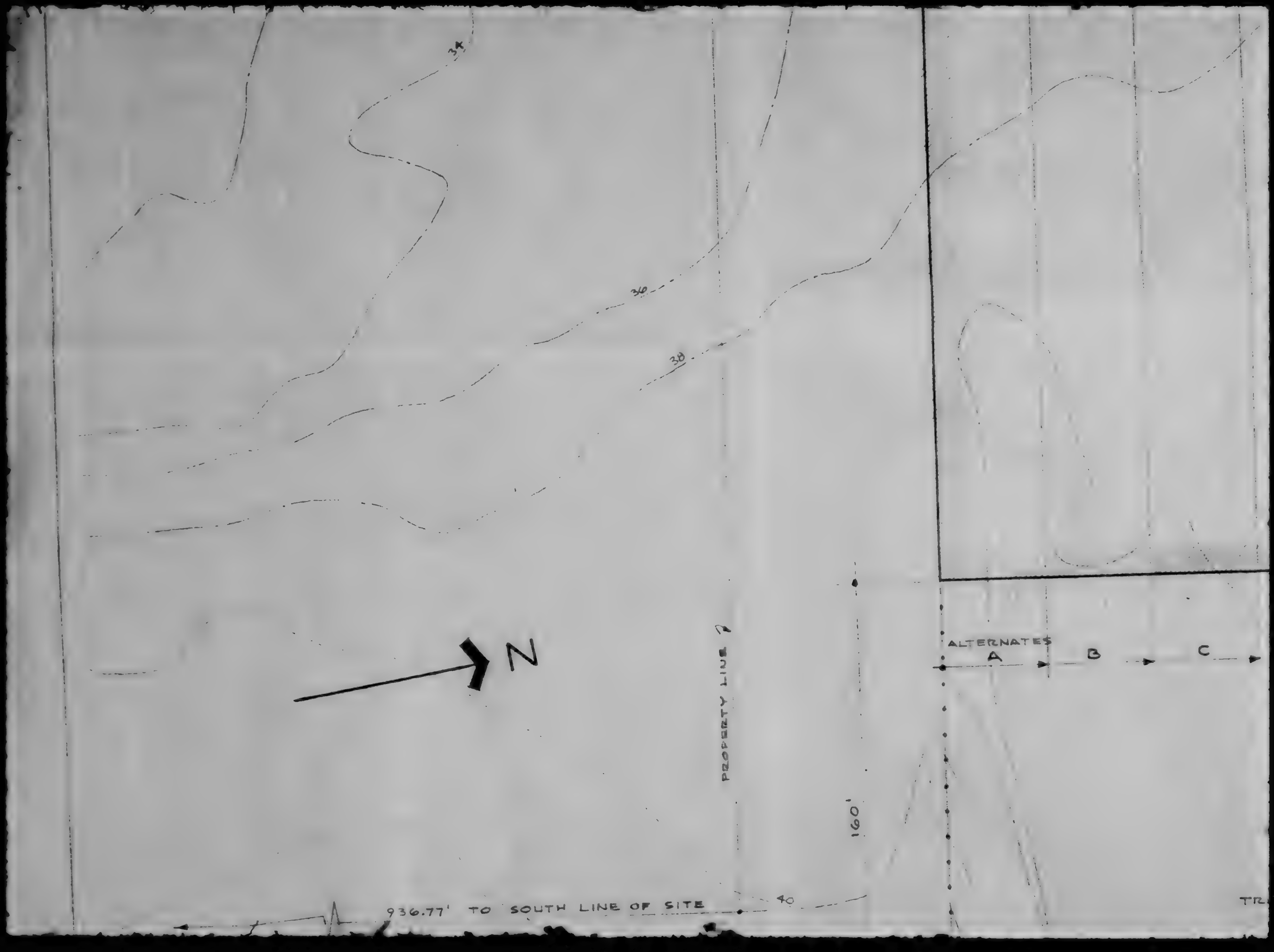
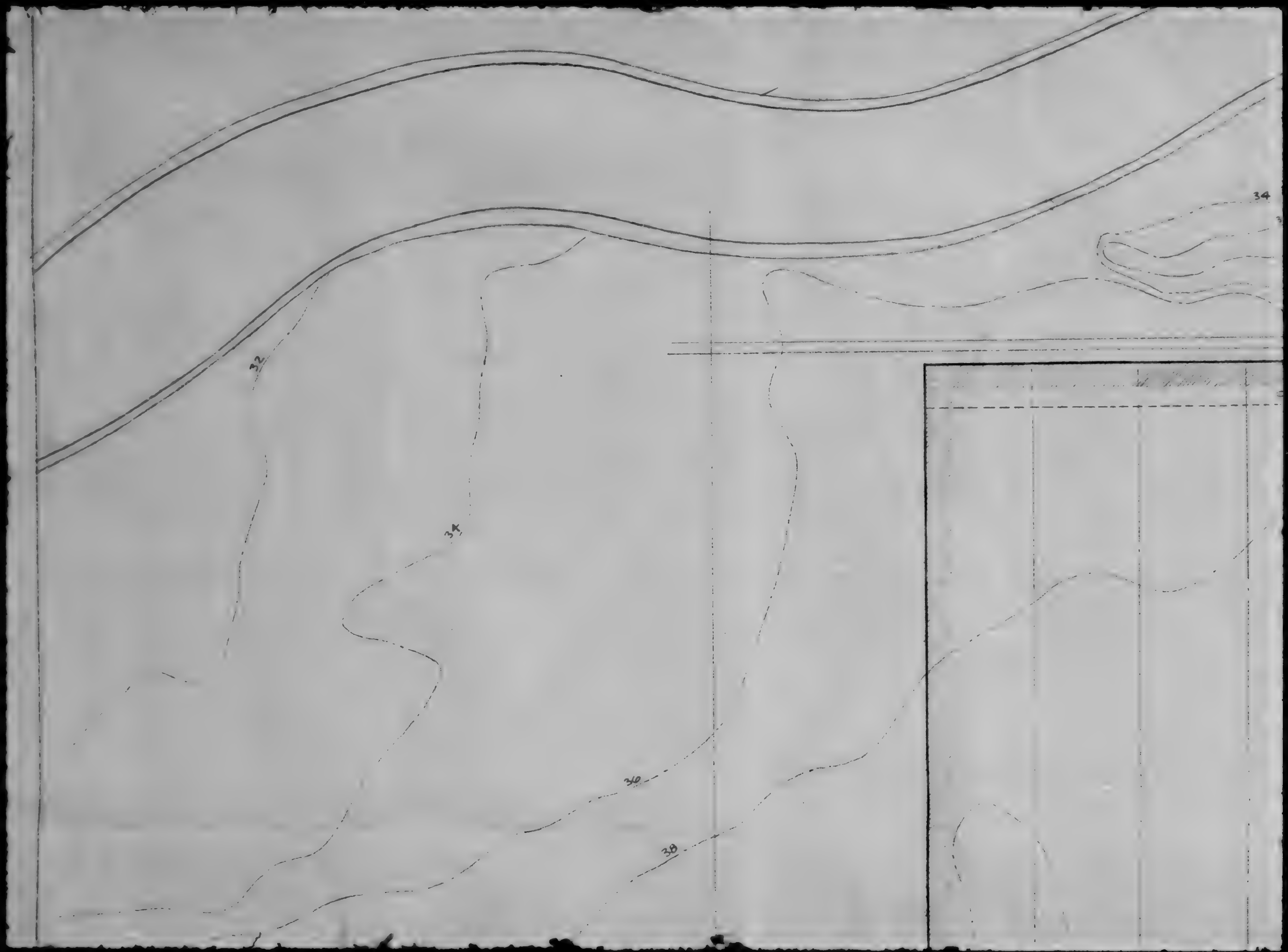
39
38
37
72
71
70
Ave.
30'
75'
45'





OREGON LIQUOR CONTROL


3K
30
30
N
PROPERTY LINE
160'
ALTERNATES
A
B
C
936.77' TO SOUTH LINE OF SITE
40


34
32
36
38

COVERED R.R. SIDING 5,712 SQ. FT.

PACE 9240 SQ. FT.

EMPLOY

Pine

34

32

34

36

36

40

36

WAREHOUSE
88,704 SQ. FT.

WAREHOUSE OFFICE 9240 SQ. FT.

36

34

40

GARAGE
1080 SQ FT.

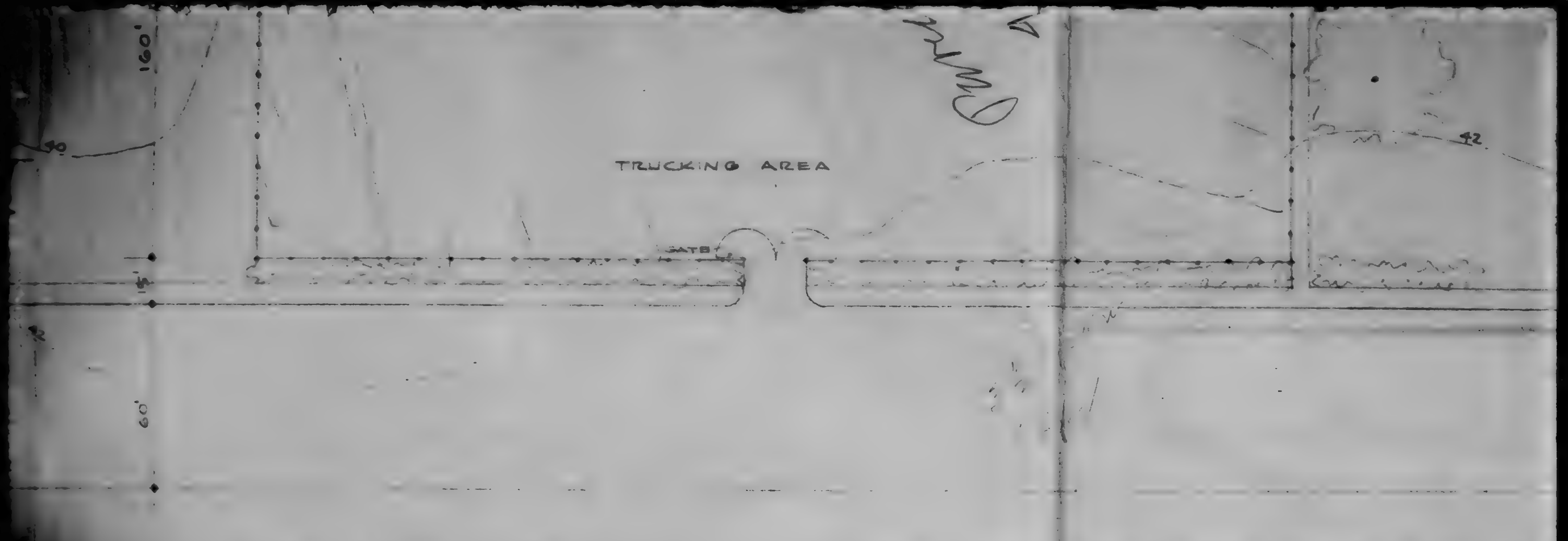
ALTERNATES
A
B
C

160'

42

TRUCKING AREA

ATB



OR CONTROL COMMISSION -

SION - OFFICE AND WARE

WAREHOUSE OFFICE 9240 SQ

42

90

OFFICE BLDG
26 996 SQ. FT.

PUBLIC PARKING 26 CARS

ENFORCEMENT DIV.
PARKING

POND

38

HOUSE OFFICE 9240 SQ. FT.

40

36

EMPLOYEE PARKING - 90 CARS

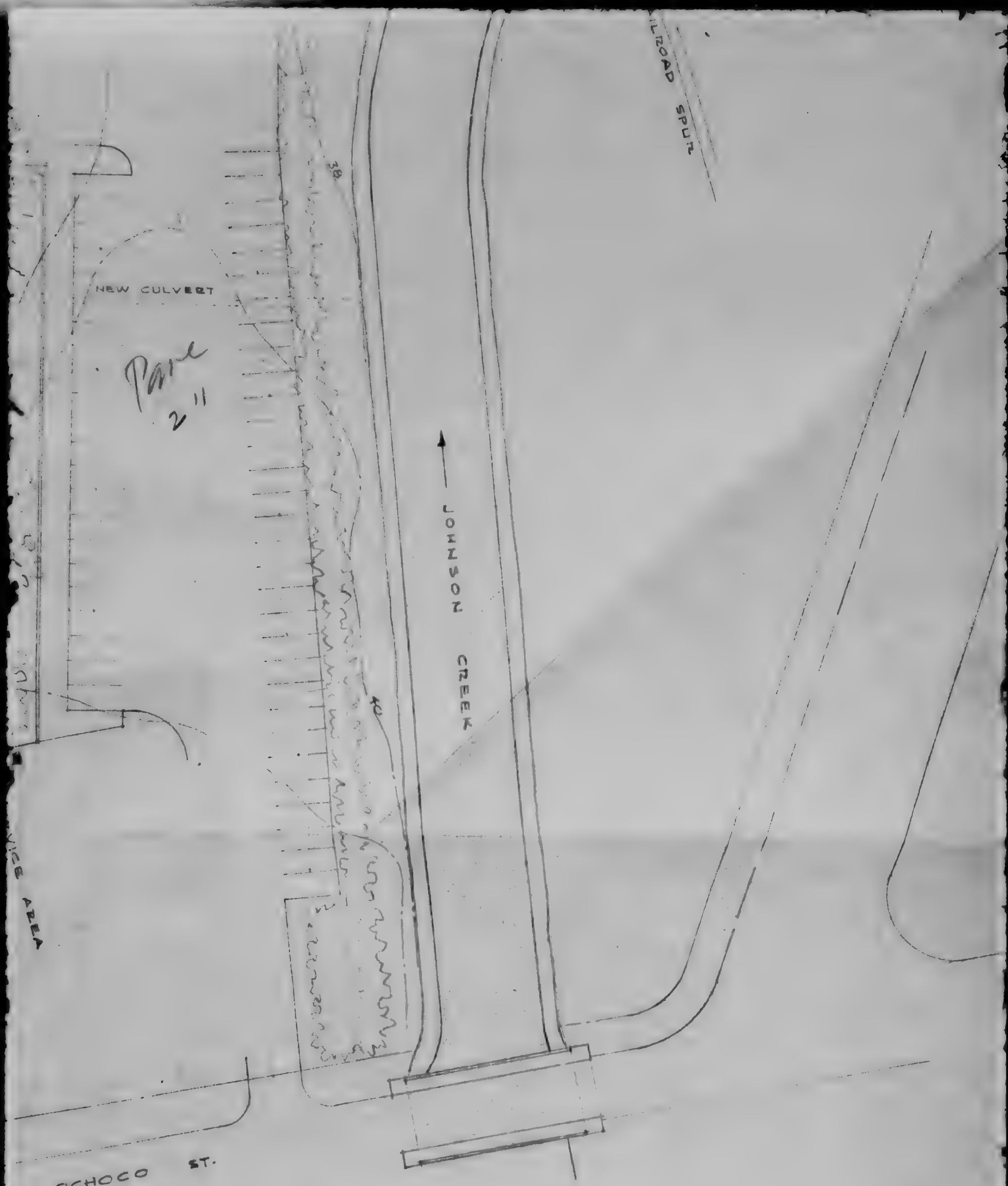
ENFORCEMENT DIV. PARKING

NEW CULVERT

38

38

RAILROAD SPUR


NEW CULVERT
38
40
JOHNSON CREEK
OCHOCO ST.

POND

42

44

46

44

40

WAREHOUSE

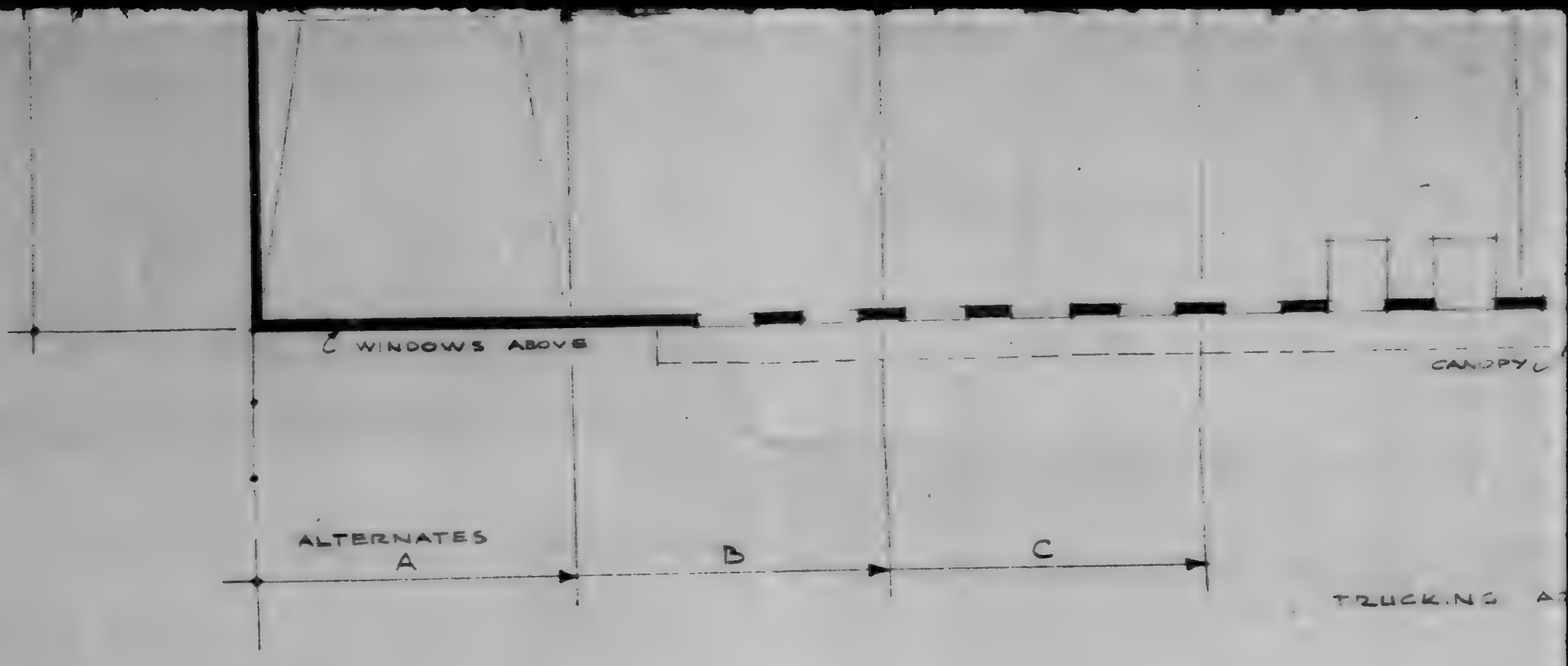
30 OCT. 1953
REVISED : 26 OCT. 1953

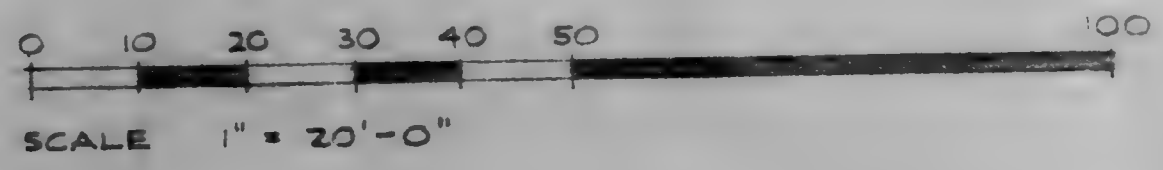
WILLIAM I. WILLIAMS
AND
OFFICE OF GLENN STANTON
ARCHITECTS

8 OCT., 1953

467 MARION ST. SALEM, ORE.

1





SCALE 1" = 20'-0"

OREGON LIQUOR CONTROL

11,802 SQ. FT.
TYPICAL

40'

TYPICAL BAY
1680 SQ. FT.

42'

281'

WINDOWS ABOVE

WAREHOUSE
336' x 281
94,416 SQ. FT.

WINDOWS ABOVE

CANO

17'

261'

COVERED TRACK A

11,802 SQ. FT.
TYPICAL

40'

TYPICAL BAY
1680 SQ. FT.

42'

652'

336'

35'

WINDOWS ABOVE?

COVERED TRACK AREA

BATTERY RECHARGE

CONFISCAT
MATERIAL
STORAGE
22'x30'

BOILER R
28' x 33'

INCINERAT

UP

RA

MAINTENA
28' x 14'

SUPPLY ST
32' x 34'

REPACK
34' x 91'

40'

TYPICAL BAY
1680 SQ. FT.

40'

TYPICAL BAY
1680 SQ. FT.

42'

WAREHOUSE
336' × 281
94 4 6 SQ. FT.

(88,704 SQ. FT. EXCLUDING COVERED TRACK AREA)

DIS

"LEVA" DOCKS

CANOPY

GARAGE
30' × 56'

DISPATCHER
12'x30'

"LEVA" DOCKS ?

CANOPY

GARAGE
30' x 56'

C

TRUCKING AREA

FENCE

N

CONTROL COMMISSION - OF

DISPATCHER 8'X20'

MEN

MEN'S LOCKERS 20'X24'

MEN'S REST RM 12'X20'

MEN

WOMEN

WOMEN'S REST RM 12'X20'

DARK RM. 7'X12'

JAN. 12'X12'

PHOTO LAB. 12'X24'

LICENSE DIVISION 35'X60'

WAREHOUSE OFFICE 20'X28'

CLAIMS 8'X12'

TRAFFIC MGR. 12'X20'

MAIL & SUPPLIES 24'X32'

GARAGE 30'X56'

LP

29'

31'

101'

72'

COUNTER

LICEN... DIV... 12'X...

HEARINGS ROOM 24'X32'

LOBBY 26'X36'

PBX

WOMEN

MEN

TEL. EQUIP 11'X11'

PERSONNEL SEC. 12'X16'6"

PERSONNEL SUPV. 12'X16'6"

AT... 12'...

FENCE

60

MAIN ENTRANCE

...ON - OFFICE AND WAREHO...

TRACK AREA)

GARAGE
30 x 56'

DISPATCHER
8' x 20'

MEN

WAREHOUSE
OFFICE
20' x 28'

CLAIMS
8' x 12'

31'

MEN'S
LOCKERS
20' x 24'

FLOOR DRAIN

WINDOWS ABOVE

REPAIR SH.
34' x 91'

72'

29'

101'

MEN'S REST RM.
12' x 20'

MEN

WOMEN

STOR.
6' x 10'

KITCHEN
21' x 24'

DISH WASH

SERVICE

UP

20'

LUNCH RM.
28' x 36'

8' CORRIDOR

WOMEN'S REST RM.
12' x 20'

DARK RM.
7' x 12'

JAN.
12' x 12'

I. B. M. RM.
32' x 60'

VAULT
8' x 10'

CONTROLLER
12' x 16'

GEN. ACCOUNTING
48' x 60'

157

PHOTO LAB.
12' x 24'

TRAFFIC MGR.
12' x 20'

MAIL & SUPPLIES
24' x 32'

HEARINGS ROOM
24' x 32'

COUNTER

LICENSE DIVISION
35' x 60'

LOBBY
26' x 36'

652'

35'

R.R. TRACK

BATTERY RECHARGE

CONFISCATED MATERIAL STORAGE 22'x30'

UP

BOILER RM. 28'x33'

INCINERATOR

UP

RAMP UP

CANOPY

GARAGE

MAINTENANCE 28'x34'

SUPPLY STORAGE 32'x34'

REPACK RM 34'x9'

20'

157'

LUNCH RM.
28'x36'

SERVICE

UP

KITCHEN
21'x24'

DISH WASH

STOR.
6'-6"x10'

CONTROLLER
12'x16'

VAULT
8'x10'

I.B.M. RM.
32'x60'

GEN. ACCOUNTING
48'x60'

AGENT'S OFFICE
12'x20'

ASST.
12'x12'

STORAGE
10'x12'

INT. R.
10'x12'

CLO.

SQUAD & SERGEANTS

ENFORCEMENT DIVISION
36'x68'

SECRETARIES

ASST. SUPV.
12'x12'

ASST. SUPV.
12'x16'

SUPV.
12'x16'

ENFORCEMENT D

FLOOR DRAIN

8' CORRIDOR

MEN'S LOCKERS
20'x24

MEN'S REST RM.
12'x20'

MEN

WOMEN

WOMEN'S REST RM.
12'x20'

DARK RM.
7'x12

JAN.
12'x12'

PHOTO LAB
12'x24'

TRAFFIC MGR.
12'x20'

MAIL & SUPPLIES
24'x32'

HEARINGS ROOM
24'x32'

WAREHOUSE OFFICE
20'x28'

CLAIMS
8'x12

29'

31'

10'

72'

LICENSE DIVISION
35'x60'

49'

COUNTER

LOBBY
26'x36'

LICENSE DIV. SUPV.
12'x19'

ASST. PURCH AGENT
12'x19'

PURCH. SECS
20'x23'

PURCH. AGENT
12'x19'

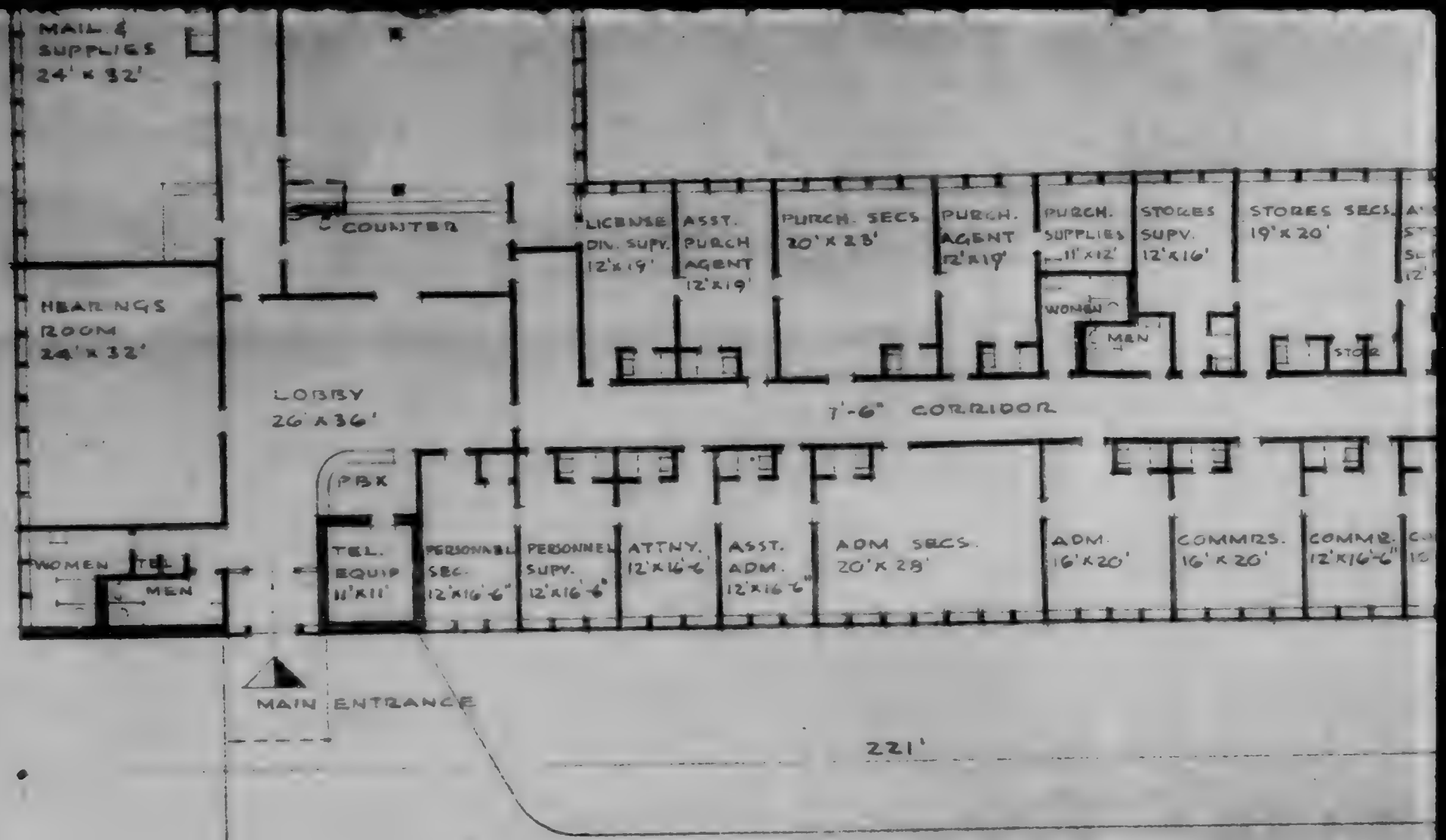
PURCH. SUPPLIES
11'x12'

STORES SUPV.
12'x16'

WOMEN

MEN

7'-6" CORRIDOR



AND WAREHOUSE

WILLIAM I. WILLIA
AND
OFFICE OF GLENN
ARCHITECTS

LICENSE DIVISION
35'x60'

49'

60'

53'

COUNTER

LICENSE DIV. SUPV. 12'x 9'

ASST PURCH AGENT 12'x19

PURCH SECS 20'x 23'

PUR N. AGENT 12'x19'

...RCH. SUPPLIES ...1'x12'

STORES SUPV 12'x16'

STORES SECS. 19'x20'

ASST. STORES SUPV. 12'x16'

HEARINGS OFFICERS 23'x32'

WOMEN

MEN

STOR

1'-6" CORRIDOR

...BY
...6 A 36'

PBX

TEL EQUIP 11'x11

PERSONNEL SEC 12'x16'-6"

PERSONNEL SUPV. 12'x16'-6"

ATTNY. 12'x16'-6"

ASST. ADM. 12'x16'-6"

ADM. SECS 20'x 28'

ADM. 16'x20'

COMMRS. 16'x20'

COMMR. 12'x16'-6"

COMMR. 16'x16'-6"

LAV.

BOARD ROOM 20'x36'

MAIN ENTRANCE

221'

WAREHOUSE

30 OCT. 1953
REVISED : 26 OCT. 1953

6 OCT. 1953

WILLIAM L. WILLIAMS
AND
OFFICE OF GLENN STANTON
ARCHITECTS 467 MARION ST. SALEM, ORE.

157'

104'

RM.
36'

CONTROLLER
12'x16'

VAULT
8'x10'

AGENT'S
OFFICE
12'x20'

SQUAD &
SERGEANTS

ASST.
12'x12'

ASST.
SUPV.
12'x12'

ENFORCEMENT
DIVISION
36'x68'

STORAGE
10'x12'

ASST.
SUPV.
12'x16'

ENFORCEMENT DIV. PARKING

I.B.M. RM.
32'x60'

GEN. ACCOUNTING
48'x60'

INTR.
10'x12'

SECRETARIES

SUPV.
12'x16'

CLO.

CORRIDOR

WOMEN

WOMEN'S
REST RM
2 x 20'

DARK
RM.
7x12

JAN.
12'x12'

PHOTO LAB
12'x24'

LICENSE DIVISION
35'x60'

49'

TRAFFIC MGR.
12 x 20'

MAIL &
SUPPLIES
24' x 32'

COUNTER

LICENSE
DIV. SUPV.
12'x 9'

ASST
PURCH
AGENT
12'x19'

PURCH SECS
20'x28'

PURCH.
AGENT
12'x19'

PURCH.
SUPPLIES
11'x12'

STORES
SUPV.
12'x16'

STORES SECS
19'x20'

ASST.
STORES
SUPV.
12'x16'

HEARINGS
OFFICERS
23' x 32

HEARINGS
ROOM
24' x 32'

WOMEN

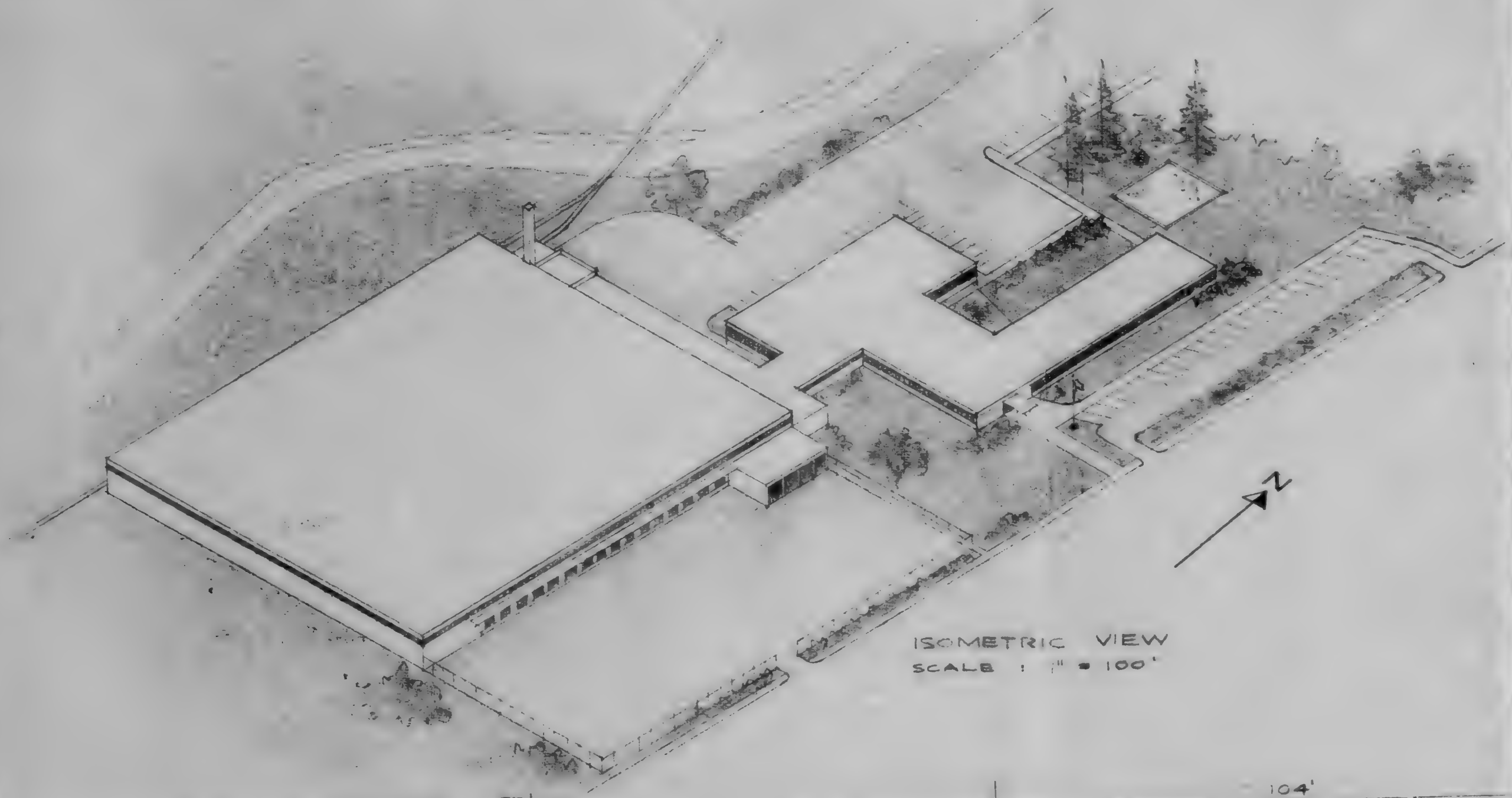
MEN

STOR.

LOBBY

R.R. TRACK

ANOPY



N

ISOMETRIC VIEW
SCALE : 1" = 100'

0'

157'

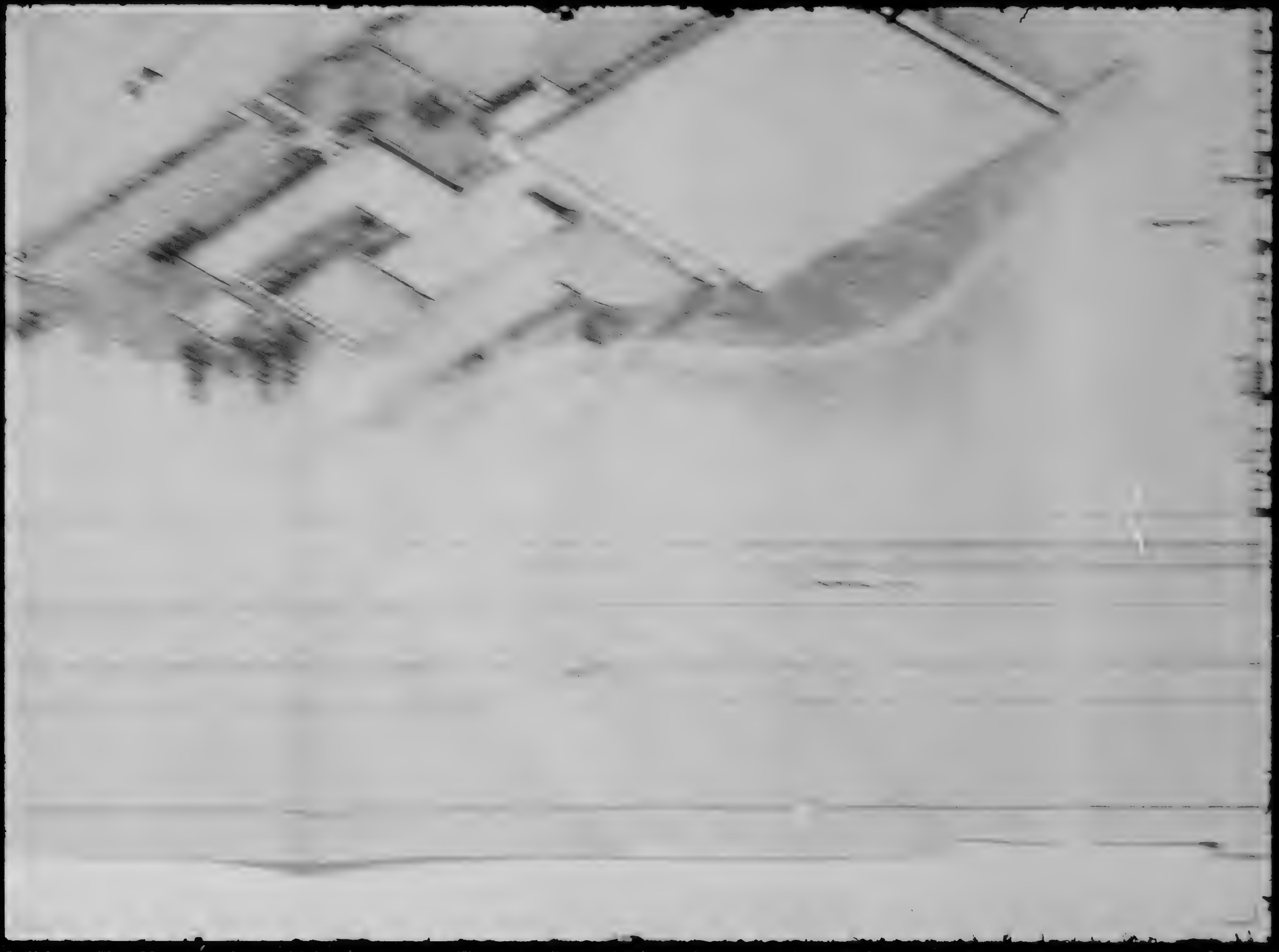
104'

LUNCH RM.

CONTROLLER

AGENT'S OFFICE

SQUAD & SERGEANTS



281'

CK ?

N

154'

ISOMETRIC VIEW
SCALE : " = 100'

N

154'

104'

353'

AGENT'S OFFICE 2' x 20'

SQUAD & SERGEANTS

ASST.

SUPV. 12'X16'

SECRETARIES

SUPV. 12'X16'

49'

60'

ASST PURCH AGENT 12'X 9'

PURCH SECS 20'X 23'

PUR AGENT 12'X 9'

PURCH. SUPPLIES 11'X12'

STORES SUPV 12'X16'

STORES SECS 19'X 20'

ASST. STORES SUPV. 12'X16'

HEARINGS OFFICERS 23'X 32'

WOMEN

MEN

STOR.

1'-6" CORRIDOR

53'

ATTNY 12'X16'-6"

ASST. ADM. 12'X16'-6"

ADM. SECS. 20'X 28'

ADM. 16'X20'

COMMRS. 16'X 20'

COMMR. 12'X16'-6"

COMMR. 16'X16'-6"

LAV.

BOARD ROOM 20'X 36'

221'

30 OCT. 1953

REVISED: 26 OCT. 1953

S-14-(1) Cit Perse Slough Bridge. 197.

#197

Form A-180 10M 5-54

INVOICE

Oregon State Highway Department

Salem, Oregon

Contract 4193
[illegible]

[illegible]
[illegible], Oregon

Invoice No. 38256

Date March 10, 1955

Your Req. No.

Billing Request No. cr-237

Credit distribution: 177-1751-797

Albany County Court

Final billing on Albany-Lebanon Loop, Linn County for project covered by agreement dated May, 1954.

Balance in Adva ce Deposit		$800.00
Cost of Project as per attached statement	$3,000.07	
Less: Amou t previously transferred	2,500.18	
Balance due		488.59
To be refunded		$311.41

ACKNOWLEDGED [illegible]

Cash Received with Request $.....

By.....

Steve Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
Harold C. Ayers

March 10, 1955

Linn County Court
Court House
Albany, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs on the Onehorse Slough Bridge on FAS 212 are now available and it has been determined that the agreed county share of these costs is $3,089.07 as shown in the attached cost statement. As the county initially deposited $3,400.48 a refund of $311.41 will be made within the next seven to ten days. This refund will be by means of a check from our accounting division.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS
ONEHORSE SLOUGH BRIDGE, FAS 212
CONTRACT NO. 4193
LINN COUNTY
3/9/55

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Prices	Total Quantity	Total Cost
1. Structural excavation	c.y.	$ 4.00	224.58	$ 898.32
2. Excavation below elevation shown	c.y.	8.00	41.33	330.64
3. Class "A" concrete	c.y.	54.00	162.94	8,798.76
4. Metal reinforcement	lb.	0.10	44,298.4	4,429.84
5. Removal of old bridge	all	900.00	100%	900.00
P.A. #1. Cement Adjustment	bbl.	5.00	7.25	36.25
			Subtotal.....	$15,393.81
Construction Engineering				$ 734.33
			TOTAL CONSTRUCTION COSTS.....	$16,128.14
			Federal Funds Collected for Project.....	($ 9,950.00

AGREED COUNTY SHARE OF TOTAL COSTS

50% of difference between total costs and federal funds:
($16,128.14 - $9,950.00) X 1/2 = $3,089.07

County Advance Deposit	$3,400.48	($1,400 cash and $2,000.48 refund due on Kingston-Scio & Oak Creek-Plainview which was retained)
Less County Share Total Cost..	3,089.07	
REFUND DUE LINN COUNTY	$ 311.41	

RECEIVED
FOR FILING

S-1-4 (1)
4193

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 20, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4193	3-final	ORLANDO C. BENNARD	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21391	R-106524	$ 751.26	10/20/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Sep. 3, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-21-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
10-21-54, S

Warrant Mailed: OCT 21 1954

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary Project No. S-164(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 19 54,
by and between The Oregon State Highway Commission
, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of April, 19 54, a program, which was approved on the 21st day of April, 19 54, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 26th day of April, 19 54; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of ten thousand, two hundred and 00/100
dollars ($ 10,200.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Linn County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 210+32 and survey station 211+16, all in the NE 1/4, Section 25, T. 11 S., R. 2 W., W.M., without exception,

, length 0.016 miles, in Linn County, being Oregon / Federal Aid Secondary project No. S-164(1), consisting of 0.000 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.016 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ..... ten thousand, two hundred and 00/100 ..... dollars ($ 10,200.00), which does not exceed the authorized Federal pro rata share of ..... sixteen thousand, five hundred forty-four and 00/100 ..... dollars ($ 16,544.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to ..... the State Treasurer .....
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ..... Oregon .....
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Chairman, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*

Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A4.62

RECEIVED OCT 7 1954 DIVISION 9

RECEIVED OCT 13 1954 OREGON

Oregon State Highway Department

Federal Aid Secondary
Project No. S-164 (1)

ORE HORSE SLOUGH BRIDGE

ON THE LEBANON-CRABTREE COUNTY ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 6, 1954

Type Code 1021
Ore Horse Slough Bridge (Sta. 210+32 to Sta. 211+16)(Contract No. 4193)

160	cu. yd.	Structural Excavation	$ 4.00	$ 640.00
20	cu. yd.	Excavation Below Elevation Shown	8.00	160.00
160	cu. yd.	Class "A" Concrete	54.00	8,640.00
47,000	lbs.	Metal Reinforcement	0.10	4,700.00
All Required		Removal of Old Bridge		900.00
				$15,040.00
		Subtotal		
		10% Engr. & Cont.		1,504.00
		Total		$16,544.00

Length of Structure 0.016 mile

Federal Funds	$10,200.00
State Funds	3,172.00
County Funds	3,172.00
	$16,544.00

State Funds for Construction: Chap 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maintenance: Chap. 529, Laws 1939.

Note: Cash has been deposited by Linn county with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-164 (1)

ONE HORSE SLOUGH BRIDGE

ON THE LEBANON-CRABTREE CORNER ROAD IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1954

Type Code X021
One Horse Slough Bridge (Sta. 210+32 to Sta. 211+16)

160	cu. yds.	Structural Excavation	$ 7.00	$ 1,120.00
20	cu. yds.	Excavation Below Elevation Shown	10.00	200.00
160	cu. yds.	Class "A" Concrete	65.00	10,400.00
47,000	lbs.	Metal Reinforcement	0.115	5,405.00
All Required		Removal of Old Bridge		1,000.00
			Subtotal	$18,125.00
			10% Engr. & Cont.	1,812.50
			Total	$19,937.50

Length of Structure 0.016 Mile

Federal Funds	$12,300.00
State Funds	3,818.75
County Funds	3,818.75
	$19,937.50

RECEIVED
OCT 6 - 1954
FOR FILING

October 5, 1954

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4193 for construction of One Horse Slough Bridge on the Lebanon-Crabtree County Road in Linn County was completed by the contractor, Orlando C.Bennard, on September 3 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $751.26 will be released to the contractor on or after October 15, 1954. The total contract amount is $15,393.81 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

June 29, 1954

Orlando C. Bennard, Contractor
222 N. E. Holland St.
Portland 11, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4193, which was awarded to you on May 18 by the State Highway Commission, for constructing One Horse Slough Bridge on the Lebanon-Crabtree Corner Road in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
V. R JONES

May 19, 1954

Linn County Court
Court House
Albany, Oregon

FAS 212

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of the advance deposit required in connection with the Onehorse Slough bridge and to advise that Contract No. 4193 was awarded to Orlando C. Bennard on May 18th.

A copy of the contract for your information and records will be forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
J. F. HAGEMANN

Form A-150 10M 12-52

NOTED
Harold C. Avers

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
V. R. JONES

Invoice No. 33695

Date May 19, 1954

Your Req. No.

Billing Request No. CC 86

Credit distribution: 522-1051-297

Linn County
Albany, Oregon

RECEIVED
MAY 20 1954
ENGINEER
COUNTY RELATIONS

Attn: County Court

One horse Slough Bridge County FAS project in Linn County covered by agreement dated May, 1954.
Partial transfer County's share of total costs.
The total advance deposit is $3,000 - $1,400 by additional county deposit and $1,600 balance Linn County deposit on Kingston-Scio and Oak Creek-Plainview projects. Of this total deposit $800 is to remain in the advance deposit fund.

Advance Deposit	3,000.00
Partial transfer of county share of costs of One horse Slough bridge project covered by agreement dated May, 1954	2,200.00
To be retained	$ 800.00

NOTED
J. F. HAGEMANN

ACKNOWLEDGMENT OF [illegible] REQUEST

Cash Received with Request $ ...

project, 522-1051-297. As sufficient funds are being retained in the advance deposit fund (see Request for Outside Billing cc-86), this $400.48 is being credited directly to 522-1051-297.

TOTAL

REASON FOR THIS REQUEST:

APPROVED: _____ DIVISION ENGINEER

APPROVED: John F. Hagemann (Asst.) STAFF ENGINEER

PREPARED BY: John F. Hagemann CLERK

APPROVED: _____ DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.: _____

DATE ENTERED: _____

ENTERED BY: _____

FORM A-67 10M 7-51
STATE PRINTING DEPT.

OREGON STATE HIGHWAY DEPARTMENT

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

NOTED JONES

FROM: County & City Relations Division Salem OREGON

NOTED Harold C. Ayer

TO: ACCOUNTING DIVISION— DATE 5/18/54

PLEASE transfer (TRANSFER, CORRECT) THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON

Request for Outside Billing (INDICATE NAME OF ORIGINAL DOCUMENT) No. cc-49 DATE 7/2/53

(IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT	CREDIT DISTRIBUTION	CREDIT AMOUNT
		Refund due Linn County of excess	522-1048-297	400 48	522-1051-297	400 48
		amount credited to 522-1048-297,				
		Kingston-Scio and Oak Creek-Plainview				
		County FAS projects, due to actual				
		total construction costs underrunning				
		the estimated construction costs. The				
		county has authorized and requested				
		by letter dated May 14, 1954, that the				
		refund be used as part of Linn				
		County's advance deposit in connec-				
		tion with the Onehorse Slough Bridge				
		project, 522-1051-297. As sufficient				
		funds are being retained in the				
		TOTAL				

REASON FOR THIS REQUEST: /// advance deposit fund (see Request for Outside Billing cc-86), this $400.48 is being credited directly to 522-1051-297.

APPROVED: _____ DIVISION ENGINEER

APPROVED: John F. Hagemann Asst. STAFF ENGINEER

PREPARED BY: John F. Hagemann CLERK

APPROVED: _____ DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.: _____

DATE ENTERED: _____

ENTERED BY: _____

NOTED
V. R. JONES

Salem, Oregon
May 18, 1954

FAS 212, Linn County

Mr. W. C. Williams
O F F I C E

NOTED
Harold C. Ayers

An advance deposit of $3,400 has been received from Linn County in connection with the Onehorse Slough bridge project. This project is now clear for award of a contract.

The county has advised that this road will be closed during bridge construction operations rather than the county maintaining a detour bridge as originally planned.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: G. S. Paxson

NOTED
J. F. HAGEMANN

W. E. DOWNING
COMMISSIONER

E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

FLOYD D. JENKS
COMMISSIONER

NOTED
V. R. JONES

May 14,1954

Oregon State Highway Commission

Salem Oregon;

att;John F.Hagemann

Dear Sir;

Inclosed please find county warrant in the sum of $1,400.00 onehorse slough bridge on FAS 212.

This authorizes and directs the Highway Commission to use the $2000.00 credit on FAS constructed in 1953 as a credit on this project FAS 212.

Very truly yours

Linn County Court

Warrant 719 for $1410.00 to county dw advance fund 5-17-54

E. G. Arnold
County Judge.

W E Downing
County Commissioner.

Floyd D Jenks
County Commissioner.

RECEIVED
MAY 17 1954
ENGINEER
COMMUNITY RELATIONS

RECEIVED
MAY 17 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

NOTED

May 13, 1954

... County Court
... House
..., Oregon

...lemen:

On May 11th the Highway Commission received a satisfac-
... from Orlando C. Bernard of Portland for construction of
... Onehorse Slough bridge on FAS 212. As per the agreement between
... State and County, an advance deposit based on the low bid is
... from the County. The amount of this deposit is as follows:

...ons	$15,040.00
Engineering and ... Agencies	1,880.00
Estimated Total Cost.....	$16,920.00
Advance Deposit (20% of est. total cost)	$ 3,400.00
...ess approx. refund due County on 1954 FAS projects (constructed in 1953)	2,000.00
Cash Advance Deposit Required	$1,400.00

Please make this deposit by means of a warrant or check
... amount of $1,...0 payable to the Oregon State Highway Commis-
..., forwarding same to this office. Also forward a letter
authorizing and directing the Highway Commission to use the refund
... Linn County in connection with the Kingston-Scio and Oak Creek-
...inv...w FAS projects as part of the advance deposit required for
the Onehorse Slough bridge project. Upon receipt of said deposit
and letter, a contract will be awarded.

Very truly yours,

NOTED
J. F. HAGEMANN

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

ARCHIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-164(1)
4151

May 18, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project S-164(1), One Horse Slough Bridge, Lebanon-Crabtree Corner Road, we hereby concur as of this date in award of contract to Orlando C. Bennard, Portland, Oregon, low bidder in the amount of $15,040.00 at the May 12, 1954 bid opening.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAY 19 1954
OREGON
STATE HIGHWAY COMMISSION

Copy to

E. R.

RECEIVED
FOR FILING

AGENDA
JUN 2 3 1

3a-11

[illegible] 1, 1924

[illegible]
[illegible]
[illegible]

Dear Sir:

[illegible] for [illegible] for construction of the [illegible] bridge over Cole [illegible] Creek on the Lebanon-Crabtree Corner cut in [illegible] for the sum of $2,[illegible], was referred to the [illegible] with authority to award the contract to you as soon as certain conditions had been satisfied. This matter is now before me and I find your items have been satisfied so that the State Highway Commission may award you the contract in conformity with the Commissioners' authorization. This project has been numbered Project No. 4[illegible].

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

[illegible], Secretary
[illegible]

By [illegible]

[illegible], Assistant Secretary.

cc - Mr. [illegible]
Mr. [illegible]
Mr. [illegible]
Mr. [illegible]
Mr. Cole [illegible]

E. R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 18, 1954
9:30 a.m.

Mr. Orlando C. Bennard
222 N. E. Holland
Portland 11, Oregon

Contract for One Horse Slough Bridge over Cold Spring Creek on Lebanon-Crabtree Corner Road, Linn County, for which you submitted low bid on May 12 awarded to you today.

Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

CC: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

---

subject to the paragraphs on page 3 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
G. S. Paxson
R. G. Savage, SIAC

Enclosure

RECEIVED
MAY 14 1954
FOR FILING

S-1671(1)

411

S-1671

May 13, 1954

Orlando C. Bennard
[illegible]2 N. E. Holland Street
[illegible]ortLand 11, Oregon

Gentlemen:

The State Highway Commission on May 12, 1954 accepted your bid in the amount of $15,040.00 for construction of the One Horse Slough Bridge on the Lebanon-Crabtree Corner Road in Linn County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Ghaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Cuery, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
G. S. Paxson
R. G. Savage, SIAC

Enclosure

RECEIVED
MAY 5 1954
FOR FILING

5-124 (1)
-1113

Salem, Oregon
May 4, 1954

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Linn County covering the Onehorse Slough Bridge County FAS project in Linn County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and a fully executed copy each has been sent to the County Court of Linn County.

Very truly yours

Assistant Secretary

rn
Attach: 5

FORM E-30 25M 9-51 55315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1954

SUBJECT: FAS 212, Linn County
Onehorse Slough Bridge

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Enclosed are three copies of a finance agreement covering the Onehorse Slough Bridge County FAS project in Linn County. Two copies of this agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission.

Also enclosed are six copies of a maintenance agreement covering the Onehorse Slough bridge project. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

Both agreements require your signature of approval.

The Onehorse Slough bridge project was approved by the Highway Commission on February 24, 1954.

John W. Cattrall
Engineer, County and City Relations

By
John D. Graham

John D. Graham
Office Engineer

JDG:MM
Encl.

AUTHORIZED BY HIGHWAY COMMISSION
DATE Page 27, minutes of 2-24-54
H. H. Heacock
Secretary

RECEIVED
MAY 4 1954
FOR FILING

3-164(1)
41/2

May 4, 1954

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Linn County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Linn County covering the Oneborse Slough Bridge County FAS project in Linn County.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn
Enc. 2

RECEIVED
APR 28 1954
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 26, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-164(1), One Horse Slough Bridge, Lebanon-Crabtree Corner Road in Linn County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending advice that all rights of way or rights of entry have been acquired.

Please forward the usual copies of county maintenance and encroachment resolutions.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
APR 28 1954
STATE HIGHWAY ENGINEER

Copy to
Mr. Prudhomme

JFH:MM
Encl.

NOTED
R. J[illegible]

NOTED
Harold C. Ayers

April 22, 1954

Linn County Court
Court House
Albany, Oregon

Gentlemen:

Enclosed are two copies each of three agreements covering finances, six copies each of three maintenance agreements, six copies each of three encroachment resolutions, and two sets of plans and specifications covering the Jefferson Junction-Knox Butte Section, Cox Creek-Lebanon Junction Section, and Onehorse Slough Bridge upon which we plan to accept bids on May 12th.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county prior to award of a contract. The maintenance agreements and encroachment resolutions are the usual standard forms required by the Bureau of Public Roads.

For your information, the estimated total costs for these projects are:

Jefferson Junction-Knox Butte.....	$24,000
Cox Creek-Lebanon Junction.....	$24,300
Onehorse Slough Bridge	$20,400

The Jefferson Junction-Knox Butte estimate does not include the cost of a railroad signal which could run as high as an additional $6,000 depending on what kind of an agreement can be reached with the SPRR. Please consider these estimates as confidential.

The sets of plans and specifications are for your information and records.

If satisfactory, please sign, have the County Clerk attest, and return all copies of all agreements and five copies each of all resolutions to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned.

Your immediate attention to this matter will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

NOTED
J. W. CATTRALL
NOTED
Harold C. Ayers

March 1, 1954

NOTED
V. R. JONES

Linn County Court
Courthouse
Albany, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Attached is a description of the 1955 Linn County FAS projects as revised and approved by the Highway Commission on February 24th. The projects as described are believed to conform with the proposals of Linn County.

The programmed amounts are quite liberal and it is expected that the actual cost of the bridge will be considerably less than the programmed amount. Linn County has a total of $112,000 available FAS funds at the present time. A balance of $17,000 plus any savings in the project costs as against the programmed amounts will remain available to Linn County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:sh
Encl.

41.575

2/5/54

PROPOSED REVISION, 1955 COUNTY FAS PROGRAM
Linn County (To replace projects approved 9/24/53)

County	FAS Hwy. No.	Section and Description	Programmed Amount
Linn	575	Jefferson Junction-Knox Butte, 2.97 miles. Oil.	$ 30,000
	576	Cox Creek-Lebanon Junction, 3.04 miles Oil.	30,000
	212	Onehorse Slough Bridge	35,000
		Total, Linn County	$ 95,000

- -

PROPOSED PROJECTS
LINN COUNTY
AVAILABLE FUNDS - $112,000

FAS 575 - Jefferson Junction-Knox Butte, 2.97 miles. $30,000.
Same as originally approved 9/24/53.

FAS 576 - Cox Creek-Lebanon Junction, 3.04 miles. $30,000.
This section extends from Cox Creek (Station 300+00) easterly to a junction with the Santiam Highway approximately 3 miles north of Lebanon.

The proposed project is to construct an O-11 with binder 20' wide with 3' to 4' shoulders on the pit run base and crushed gravel top course being placed by county forces. The county will complete its work approximately May, 1954.

FAS 212 - Onehorse Slough Bridge. $35,000.
The proposed improvement is to replace the existing 76' timber bridge. The FAS project will be for the structure only with the county doing all required road approach work.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 4136 Ends with: Contract# 4193

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 71 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 16th day of December 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Leah Fretwell